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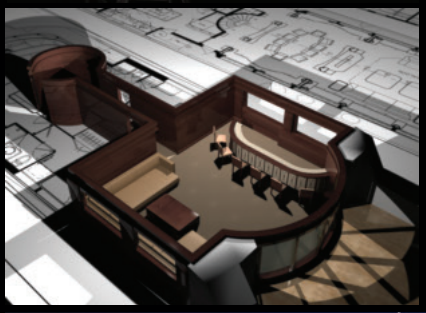
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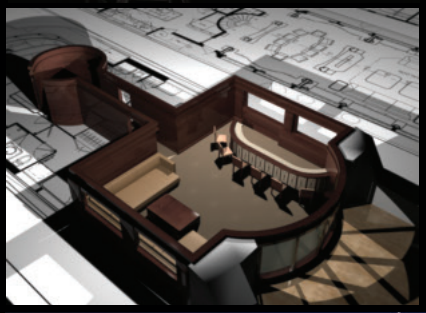
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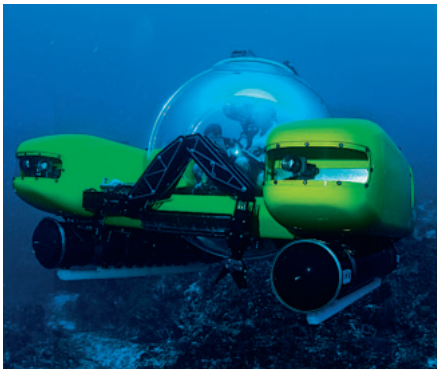
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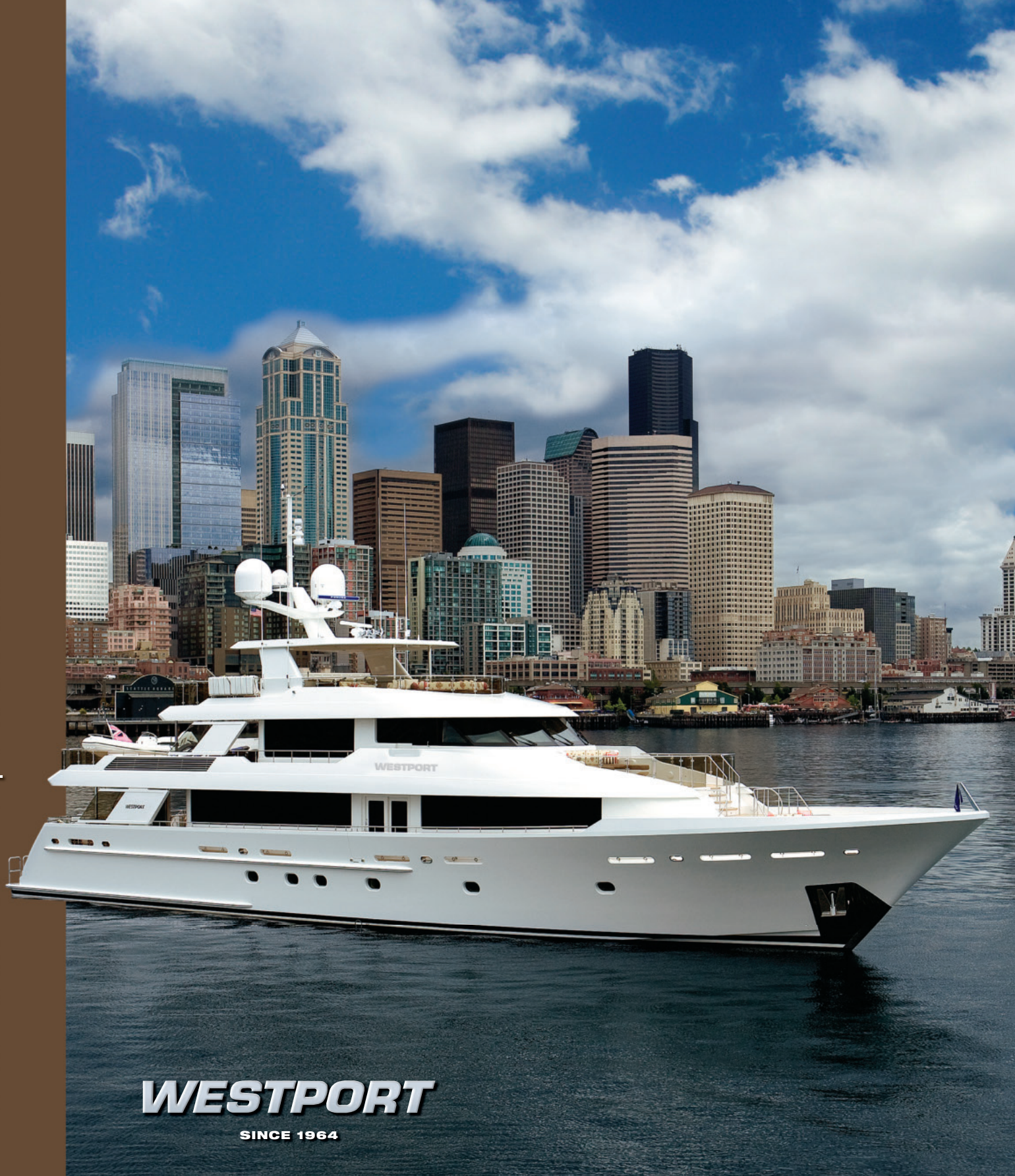
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At the 2009 Monaco Yacht Show, Italian builder CRN treated the press corps to a highly spirited and interesting conversation between four leading yacht designers. They enthusiastically delved into the subjects of beauty, timelessness and the definition of luxury. One expressed dismay that daring concepts are confusing the yachting panorama. Forget metallic paints and unusual bow shapes, these concepts have thrown conventions overboard. The designer did not mention any specific project but, as I listened, several recent examples came to mind.

One is a delta-shaped floating island named WHY (as in Wally Hermès). A few days before the Monaco show Wally revealed a full-scale model of this daring idea (see more about it in our New Designs section). There have been others, of course. We recently featured a vessel shaped like a whale with windows like gigantic eye sockets (appropriately named *Oculus* by its author, architect E. Kevin Schöpfer, who recently revealed his stunning *Infinitas*— see schopferyachts.com). A torpedo-shaped hull topped by folding blades (by 23-year-old Alastair Callender— callenderdesigns.co.uk) addresses the very hot topic of green yachting and thus got quite a bit of press. These concepts are a far cry from classic designs like the splendid 180' schooner *Elena* (based on a design created 100 years ago, see pg, 52). But do these concepts confuse or inspire? I happen to lean toward the latter.

I think they foster competition, unleash creativity and perhaps help us move forward. In a way they accomplish what runway designs do for fashion; they set off a few sparks, attract a handful of buyers and trickle down, often in diluted form, into the larger market. Finally, they don't take anything away from outstanding projects that may appear at first glance more conventional in nature. There is true art and skill in innovating without redefining everything. You will see very nice examples of these skills in the following pages.



Cecile Gauert Editor in Chief



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MAKING WAVES



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Abu Dhabi MAR GROUP
Blohm & Voss is latest planned acquisition

Abu Dhabi MAR Group, an international shipbuilding consortium founded in 2007 and based in Abu Dhabi, and ThyssenKrupp Marine Systems have formed a strategic partnership, that includes a 50/50 joint venture with Blohm & Voss Naval, for the design and manufacturing of naval surface ships (frigates, corvettes and offshore patrol vessels). Abu Dhabi MAR Group also plans to acquire an 80-percent stake in Blohm & Voss' mega yacht business. Abu Dhabi MAR Group acquired the Nobiskrug Shipyard in Rendsburg, Germany (once part of ThyssenKrupp) in July 2009. "The strategic partnership with ThyssenKrupp presents a compelling opportunity for Abu Dhabi MAR Group to position the group as a world leader in naval and mega-yacht building," said H.E. Ahmad Darwish Al Mara, chairman of Abu Dhabi MAR Group. Abu Dhabi Mar also is a shareholder in the French shipbuilding company CMN. Abu Dhabi MAR Group is a fast-growing international shipbuilding group with the capacity to build leisure ships up to 656' in addition to military and commercial vessels. The group's order book exceeds one billion euros and the shipbuilding group employs 2,000 people globally, including 250 designers and engineers. Before announcing its new partnership with Blohm & Voss, Abu Dhabi MAR already had about 10 yachts under construction, including the 465' Swift 141 and the 445' Swift 135 (both based on high-speed Dutch-built navy frigate hulls), seen in early stages of construction above), plus yachts at Nobiskrug and CMN.

FOR MORE INFORMATION, VISIT ABUDHABIMARGROUP.COM



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Second Abu Dhabi Show
Going strong

The second Abu Dhabi Yacht Show to be held February 25-27, 2010 has attracted a powerful exhibitor line-up with industry leaders from the U.S. (including Burger Boat Company and Trinity Yachts), Scandinavia, the Middle East and Europe. Among the heavyweights planning to exhibit at Abu Dhabi this year are members of the Superyacht Builders Association, including Amels and Feadship. The latter has had a long-standing relationship with the Emirate, where Feadship has delivered two yachts for the Ruler and President of the UAE. In 1980, Feadship delivered the 168' *Abu Al Abyadh*, which after 29 years is still in service and now being used by His Highness Sheikh Khalifa bin Zayed al Nahyan.

For more information, visit abudhabiyachtshow.com

Monaco Marine La Ciotat
High standards

Monaco Marine's facility in La Ciotat, France, has qualified for the ISO 9001 (for quality management) and ISO 14001 (for environmental management) designations. From the outset, Monaco Marine's president, Michel Ducros, wanted to comply with up-to-date environmental norms and highest quality standards. The entire site, which opened in April 2007, was built and operated from day one with these goals in mind. In addition to handling pollution at its source, Monaco Marine also has an effective sewage treatment policy and working methods that respect its natural surroundings. Monaco Marine plans to apply these standards to all of its facilities, which include six refit shipyards located between Monaco and La Ciotat and offering the ability to handle repairs on boats and ships from 26' to 260'. For more information, visit monacomarine.com

Icon Yachts and Gulf Craft
Strategic alliance in the works

Wim Koersvelt, CEO of Netherlands-based Icon Yachts, and Erwin Bamps, executive manager of Gulf Craft, a leading UAE-based composite yacht builder, in a Monaco press conference outlined the scope of an alliance designed to benefit both companies. Gulf Craft is slated to become a service and sales point for Icon Yachts and its clients based in or visiting the Middle East. Cross training will help Gulf Craft employees become familiar with Icon Yachts' modular assembly methods, materials and components. Icon Yachts also proposes to provide input on the engineering and production of the new 131' Gulf Craft yacht and future larger yacht projects. Reaffirming its interest in the Middle East markets, Icon Yachts, which introduced its first 62m at this year's Monaco yacht show, was planning to exhibit at the first-ever Jeddah, Saudi Arabia, boat show in October. Established in 1982, Gulf Craft builds about 800 semi-custom composite yachts per year, ranging in size from 32' to 147' and sold under Gulf Craft's premium Majesty Yachts brand name. Exports account for some 70 percent of the UAE-based manufacturer's sales.

For further information, visit iconyachts.eu and gulfcraftinc.com

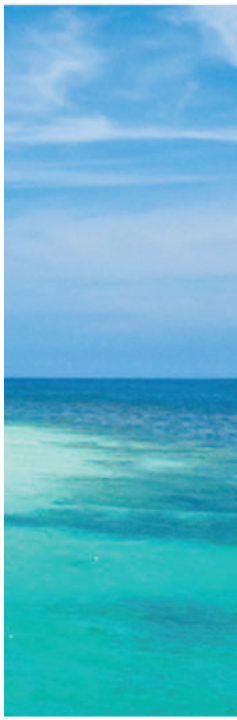

Icon 62


Gulft Craft's Majesty 121

We wanted to show you the view from our SkySuite™
But it's just too big to fit on this page.







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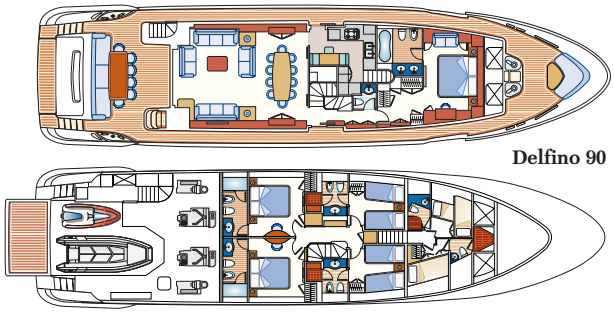
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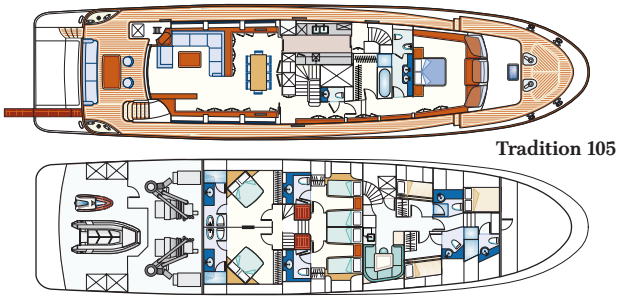
Delfino 90



Tradition 105



Delfino 90



Tradition 105

Benetti stays the course

New models expand the range

At the Fort Lauderdale International Boat Show in October, Benetti re-affirmed its commitment to the U.S. market and introduced its new Class range. Current challenges in the U.S. include an economy still in early stages of recovery and a weak dollar, making the euro-priced products expensive. But Benetti management said the U.S. and by extension the Americas remain important markets. "People here like boating, they know what boating is," said Stefano de Vivo, sales manager for Benetti. Many of the new models of Benetti's semi-custom range were already under development when the financial crisis hit. But management at the Italian shipyard decided to continue with its plans to introduce new models and in fact added three more. Management focused on cutting expenses and readjusting the company's objectives to the new market reality, but decided product development was an important way to overcome current hurdles. Along with the development of new models, Benetti went full-speed ahead with perfecting its electric propulsion system and its integrated electronics management system, called BEST. Both of these are available on the new models. Semi-custom yachts are a large part of Benetti's production. Of the 130 yachts launched in the past decade, 100 were semi-custom vessels. Clients like the Benetti look and ability to personalize interiors with a high level of customization, de Vivo said. The new class range, building on the past, includes seven models ranging in size from 90' to 164', designed by architect Stefano Righini. The first two models to launch will be the Delfino 90 and the Tradition 105 (summer 2010). They are new incarnations of the Benetti style. "When you are buying a Benetti, you're not buying something that will be extreme in design and old in two years." de Vivo said. The Delfino, which will replace the Legend 85 introduced two years ago, features a raised pilothouse, an ondeck master stateroom, large windows with an attractive design detail that breaks the monotony of large expanses of glass and four lower-deck guest staterooms. It's a modern take on a classic style. With an interior by Galeazzi Studio, it is available in a modern and classic style. The Tradition 105 is an evolution of the Tradition 100 (introduced in 2002). It has a small draft for its dimensions, which makes it a good option for cruising in the Caribbean. One nice new feature is that the tender is now housed in a garage, opening up the sundeck. With the option of a quiet and efficient hybrid system, it is particularly nice for cruises up and down the Intracoastal, de Vivo said. François Zuretti has created two elegant versions appealing to either traditional or more contemporary tastes. Benetti and R&D department of the Azimut-Benetti group developed the new Benetti Electric Propulsion System in Varazze. Benetti already had experience with hybrid system, having built one for the custom *Ambrosia* and the Benetti 85. The efficient system, which combines traditional diesel engines and an alternate electric propulsion system, is available on the entire new Benetti Class range.

For more information, please visit benettiyachts.it

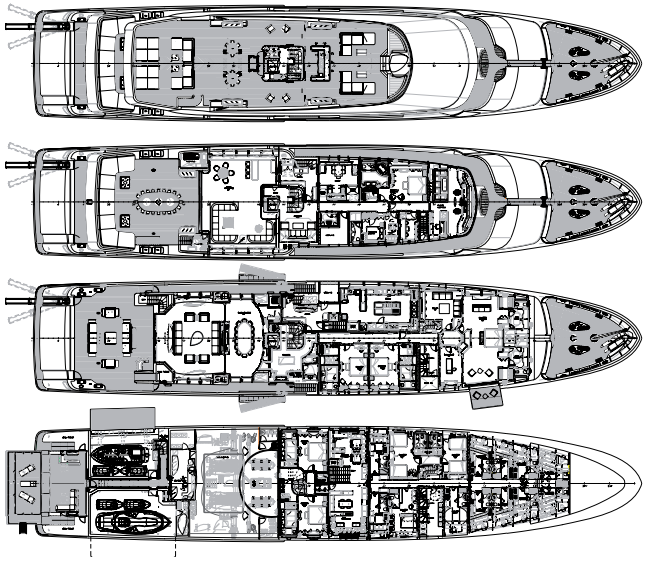
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Clearly classic
Clarena II launches at CRN

The Ancona, Italy-based CRN shipyard has launched the 236' *Clarena II* (hull number 124), its largest yacht to date and the longest yacht yet built in Italy. Lamberto Tacoli, chairman of CRN, described the launch at a press conference in Monaco as an emotional event. *Clarena II* is a custom project, developed in cooperation with the owner, CRN's technical department and the Venice-based design firm of Nuvolari & Lenard (who had designed the owner's previous yacht, a 151' CRN). Sophisticated and innovative while classic in style, the yacht features a slender hull with a large beach club. In Monaco, Carlo Nuvolari said the designers' aim was to create a timeless and elegant vessel, perfectly suited to a Mediterranean lifestyle with vast expanses of private yet open spaces. "The idea was to design a beautiful yacht, fundamental and essential," said Nuvolari, who described some of today's yacht design as a bit confusing and dictated by passing fads. Avoiding the trappings of current fashion trends in yacht design, *Clarena II* exemplifies essential qualities designed to make it simply beautiful, luxurious and liveable. The spacious sundeck and the dining room accommodate up to 20 guests. Among the 28 staff members fully dedicated to the ship owner is a high-quality chef, who will preside over a large professional galley. Five decks welcome 12 guests. For more information, visit crn-yacht.com



LOA: 236'2"
Beam: 44'3"
Draft: 17'4"
Hull material: Steel
Superstructure: Aluminum
Maximum speed: 16.5 knots
Cruising speed: 15 knots
Styling and interior: Nuvolari & Lenard
Naval architecture: CRN Engineering



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Sky's the limit
127' *Cielo Mare* launches

Fish have much to fear. JC Espinosa has announced the launch of the 127' custom sportfish *Cielo Mare* at Townsend Bay Marine. Sharp Design, JC Espinosa Design, New Zealand-based composite specialist High Modulus and Washington-based Townsend Bay Marine collaborated on the yacht's design, engineering and construction. *Cielo Mare* was infused in one shot and may be the largest vessel to date to be so constructed (see our article on composites). "We are proud to welcome our newest yacht design, the 127' Sport Fisherman *Cielo Mare*. After a couple of years of hard work, she is finally here," JC Espinosa said. Townsend Bay Marine is a full-service boatbuilding and repair facility located in Port Townsend, Wash. The yard has built, repaired and done major refits on both power and sail yachts from 45 to 150', in fiberglass, composite, aluminum, steel, and wood. A few months ago Trinity Yachts launched the 122' *Mary P*, which was reportedly the second largest sportfish ever built. In 1998 Trinity Yachts delivered the 126' all-aluminum *Marlena*, with naval architecture by Sharp Design, Sam Gershowitz and Trinity Yachts, Inc. It was subsequently extended to 144'. Still, at 127'3" and with a 25'8" beam, *Cielo Mare* promises to be an impressive yacht, capable of a top speed of 22 knots.

For more information, visit townsendbay.com, espinosainc.com and sharpdesign-na.com

LOA: 127'3"
Beam: 25'8"
Draft (full load): 6'8"
Light/full load ship displacement: 130/174 long tons
Maximum speed: 22 knots
Cruising speed: 15 knots
Construction: fully infused cored composite
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Main engines: 2 x 2,400 hp MTU 16V2000 M93



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Small is beautiful
Nano by Nautica

One of the latest creations by Florida-based RIB manufacturer Nautica is a series of small tenders, designed to be lightweight, fast and easy to maneuver. Large tubes ensure buoyancy but the tender's low-profile console makes it easy to store. The new Nano range includes tenders from 10'2" to 15'1", with respective weights of 140 Lbs. to 410 Lbs.

For more information, visit nauticaintl.com

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Tamsen Maritim
Investing in technology

Hamburg-based businessman Heiner Tamsen who started Tamsen Yachts (tamsen.com) three years ago recently took over the bankrupt SMG Werft AG, located in the Baltic port city of Rostock, Germany. Tamsen gave the shipyard a vote of confidence by investing in its future. Now known as Tamsen Maritim, the shipyard was born in 1994 with the merger of Abeking & Rasmussen Schiffs-und Yachtwerft and the Neptun Industrie Rostock, and specialized in ship repair and service. Subsequent investments, expansions and sale to SMG Werft AG, turned the shipyard into one of Europe's most modern GRP shipbuilding facilities, according to Tamsen. The 540,000-sq.-foot site includes two newly built halls fitted with air conditioning and state-of-the-art exhaust extraction systems, which were dedicated to GRP work and a state-of-the-art milling center. At the Monaco Yacht Show in September, Heiner and Julia Tamsen introduced *ta Tii*, the second yacht in an attractive 41m (134') series built in Turkey. The first Tamsen, *Namaste*, debuted at the 2008 Monaco Yacht Show. With the order book for the Tamsen 41m filled for years to come, Tamsen said in a statement, it made sense for the company to acquire one of Europe's most efficient shipyards.

FOR MORE INFORMATION, VISIT TAMSEN-MARITIM.DE





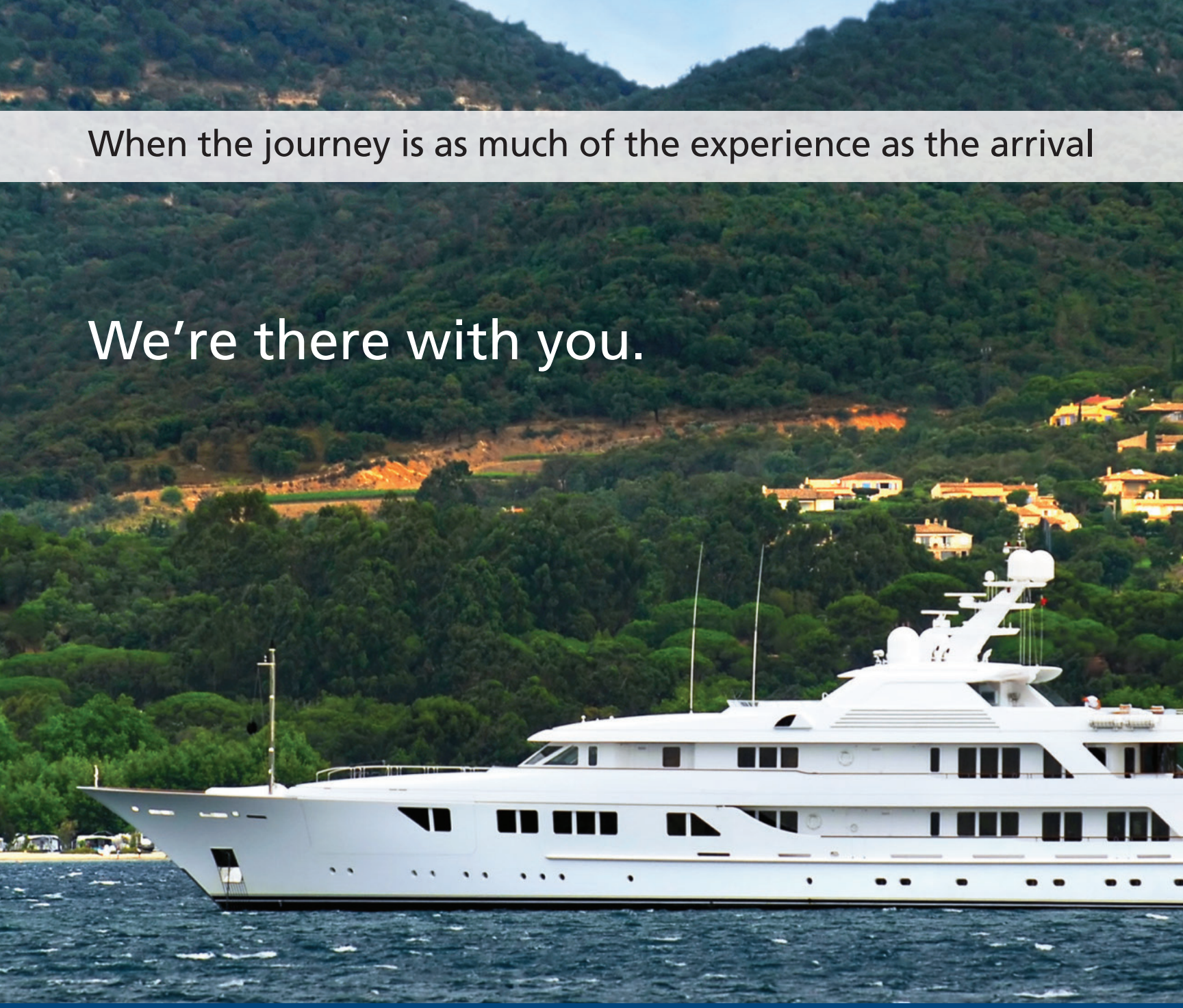




92' Citadel Yachts
Miss Lisa
Joseph Artese Design creates bright interior

Miss Lisa, a 92' Expedition yacht built by Tacoma's Citadel Yachts, Inc., formerly known as Aleutian Yachts, was christened in early September. Joseph Artese Design created a custom and classically styled interior of recessed-panel anigre joinery and stone. Artese tempered the expedition yacht's robust look with careful details, tailored to suit the owners. Sally Anne Artese worked closely with the Connecticut couple on soft goods and lighting to achieve a crisp motif with light color scheme. *Miss Lisa* will undergo sea trials before heading for the U.S. East Coast via the Panama Canal. The Artese Design office recently has taken part in larger projects including the refit of the 183' *Alucia*, 173' *SuRi* and 175' *Peaceful Fish*. FOR MORE INFORMATION, VISIT ARTESEDESIGN.COM

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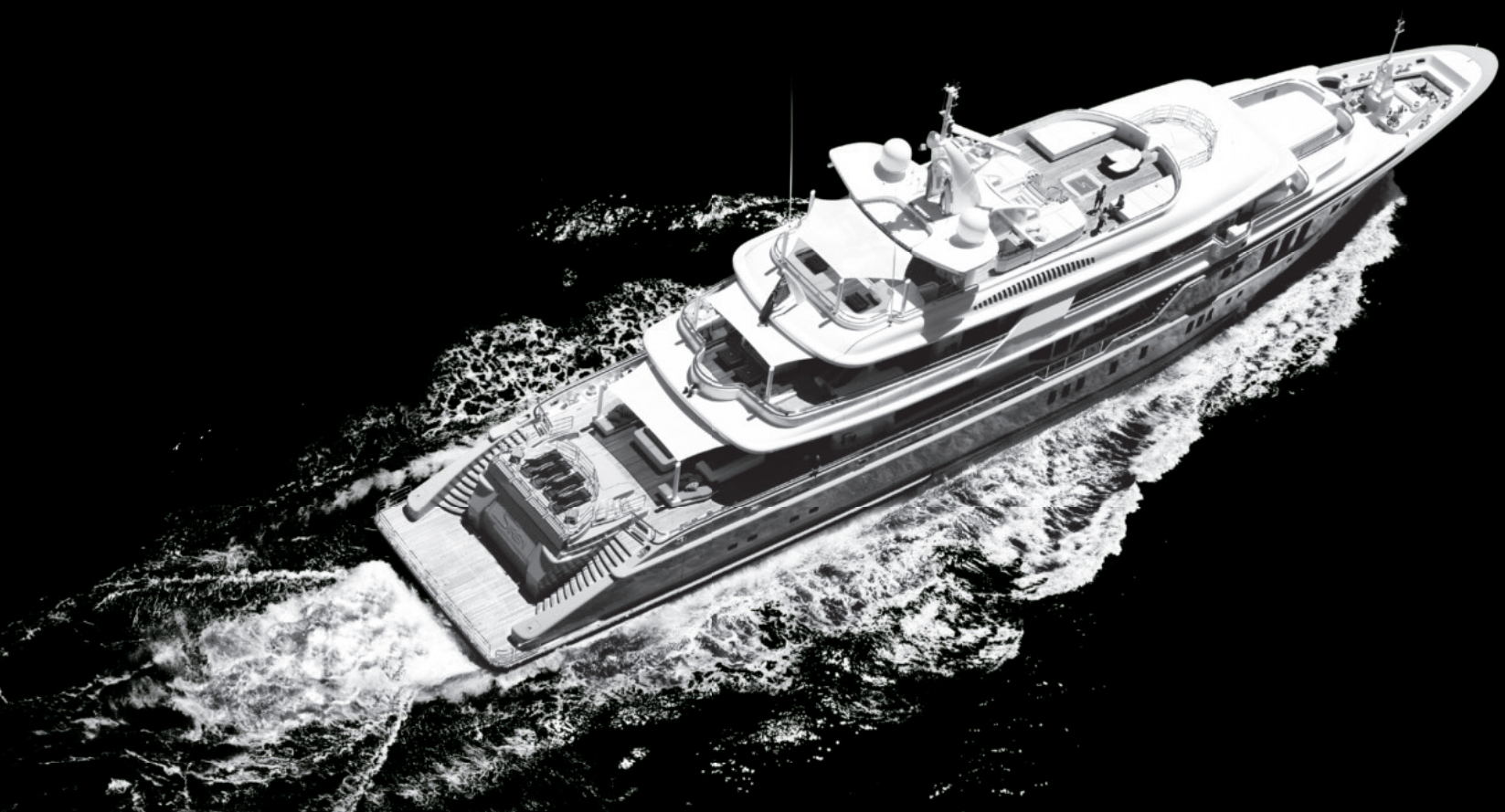
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Marlow Explorer 76LR
Go the distance faster

Florida-based Marlow Yachts has hinted at great advances in explorer-style yachts with the upcoming launch of its next model, the Marlow Explorer 76LR, slated to debut at the Miami boat show in February. Having turned its back on traditional shapes and hull forms usually preferred by trawler builders, Marlow says that displacement shapes are not the most economical or seaworthy way to go. Traditional offshore passage makers often compensate for high centers of gravity with oversized stabilizers, iron ballast and excessive draft, he says. Not only does this make the boats very slow, it limits their access to inshore waterways with excessive draft. Marlow will reveal all with the new 76LR, the first in a new series of yachts, described as able to cross oceans about 30 percent quicker than traditional "round-bottom" boats and offering about 30 percent greater interior volume, including an engine room that boasts nearly seven feet of headroom, yet the yacht's height is about 15 to 25 percent lower than conventional cruisers. Before the Explorer 76LR, Marlow Yachts' newest model was the 86E, featured on the cover of *Yachts International* in May 2008. With its low center of gravity, the all-composite yacht achieved a top speed of 31 knots. The 76LR is a very different vessel, with a redesigned hull and much smaller power. The goal is efficiency not speed. With a top speed of about 20 knots, it will be efficient and capable of a range of 5,300 nm at nine knots. "It will cross the entire Pacific," Marlow says. Fuel consumption is expected to be about seven gph at 10 knots. The boat also features the second-generation of solar panels by SunTech (eight well concealed panels of 200 watts each), which is enough to run all the appliances inside the boat (except the air conditioning).

For additional information, visit marlowyachts.com

Broker's news in brief

Burgess (burgessyachts.com), sold the 231' Amels-built *Boadicea* on the first day at the Monaco Yacht Show, and announced a price reduction on the 203' Feadship *Rasselas*, now available for 50 million euros; joining the Burgess yacht fleet and now part of Sir Richard Branson's collection of luxury retreats is the recently refit *Necker Belle*, a cutting-edge and high-performace carbon fiber catamaran built by CMN and refit in Australia by Azzura Marine...Fraser Yachts (fraseryachts.com) recently has sold the 197' Feadship *Paraffin* (sold by Dennis Fredericksen of Fraser Yachts Monaco), the 111' Baglietto *Percal II* (sold by Jose Arana of the Fort Lauderdale office) and the 106' Benetti *Safari Escape* (sold by Tom Allen of the Seattle office); new central listings include the 2005 123' Palmer Johnson *Temptation* (asking price $12,950,000), the 100' Jumbo Azimut *Mi Cielo* ($2,800,000) and the 2006 82' Custom Steel Expedition *Quan Yin* ($3.9 million)... **Merle Wood & Associates** (merlewood.com) has announced the recent sale of the 212' Amels *Shanti* and the 183' Benetti *Allegro*, and recently co-listed with Edmiston the 269' Oceanco *Alfa Nero;* price revisions were announced for the 157' Christensen *Nice & Easy* (now $27,900,000) and the 116' Feadship *Utopia II* (now $6,200,000)...CNI's (camperandnicholsons.com) brokers Simon Goldsworthy and Bill Sanderson sold respectively the 151' 1985 CRN-built *White Knight* and the 103' Cheoy Lee *Blue Sky*; among new central agencies are the 174' Proteksan *Leo Fun*, listed by CNI's Mark Hilpern and the 174' Baglietto *Baraka* listed by CNI's Charles Ehrardt...Northrop and Johnson (njyachts.com) recently signed the 168' Feadship *Gallant Lady*, the 124' *Delta Seven C's* and the 121' Crescent *Olga*... The **Sacks Group Yachting Professionals** (sacksyachts.com) added the new 160' Christensen motoryacht *Odessa* to its charter fleet; the newly launched yacht is the first Christensen yacht to feature a black hull and striking silver superstructure, and modern Armani Casa interior.


Boadicea


Necker Belle

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RENDERINGS BY JOSEPH ARTESE DESIGN



PHOTOGRAPHY BY NEIL RABINOWITZ

Welcome Miss Lisa

Citadel Yachts is proud to introduce the newest member of our fleet, *Miss Lisa.* Exquisitely designed, exceptionally engineered and robustly constructed in steel and aluminum, this 92-foot long range expedition yacht features a spectacular interior by Joseph Artese Design and offers the finest in detailed quality, comfort and seaworthiness.

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Encore Bravo
Cheoy Lee unveils the Bravo 88

Cheoy Lee is sharing details of its latest model in the Bravo Series- the Bravo 88. Cheoy Lee in order to comply with the Bravo's aggressive speed goals (top speed is about 30 knots, depending on engine choice) has opted for the strongest and lightest construction technology currently available in fiberglass construction. The Bravo 88's structure for instance, features foam-cored resin-infused construction. Performance results from a combination of efficient hull design and weight control. Cheoy Lee had the Bravo 88's hull tank tested and refined to optimize its efficiency, especially at speeds between 10 to 20 knots, which are the most frequently used in day-to-day operations. As far as weight control, Cheoy Lee has thrived to achieve a balance. While light materials are used wherever possible, quality and luxury are important mandates. The shipyard has paid close attention to sound proofing and appearance of quality materials such as granite floors and teak decks. The 88 is a-four stateroom flush deck motoryacht. Master and VIP staterooms, both ensuite, are full beam and feature lots of natural light. The crew area accommodates up to four crewmembers, in two staterooms and a private lounge. The flybridge, protected by the hard top, is accessible from the inside or outside and features a large settee, table to port and a full-sized serving bar with stools. The davit, located aft of the flybridge, enables the crew to lower toys onto the spacious swim platform, including the tender. The Bravo 88 will launch fall 2010.

For more information, visit the newly revamped Cheoy Lee website, cheoylee.com

LOA: 88'11" - Beam: 22'6" - Engines: 2 x 1,800 bph CAT C32 ACERT 1
Fuel: 3,000 Gal. - Generators: 2 x KOHLER 32kW, 60Hz - Draft: 5'8"
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Arno Leopard Yachts
A new era

A few months ago family-owned Cantiere Navale Arno, builder of Leopard Yachts, and long-time commercial partner Rodriguez Group parted ways. The association between the Rodriguez Group and the Picchiotti family began in 1975 and lasted for more than 33 years. "It was a perfect marriage," said Sandro Picchiotti, president of Leopard Yachts, which is based near the Italian town of Pisa. But changing times required the family to take a more direct approach in the marketing and commercialization of their elegant sport yachts. The company recently appointed a new CEO, Vincenzo Moccia, who was most recently sales and marketing manager at Benetti Yachts, and at the Genoa Boat Show in October, reported the sale of four new yachts, ranging in size from 27m (89') to 46m (150'), all with naval architecture by Andrea Bacigalupo. The shipyard also added a service center and a repair and refit division catering to yachts of all brands. The shipyard features a 650-ton and a 150-ton travel lift, about 54,0000 sq. feet of covered work area on a total of about 270,000 square feet area, including new docks. Expanding its offering, it also added a 183' yacht to its range, which is expected to launch in 2012 and began work on the prototype of a "zero-emission" 112' planing yacht, developed in conjunction with Nation-E, a Swiss company at the forefront of "clean" energy. The project features a fully integrated system with electric motors and is expected to see the light in about 18 months.

For more information, visit cantierenavalearno.com



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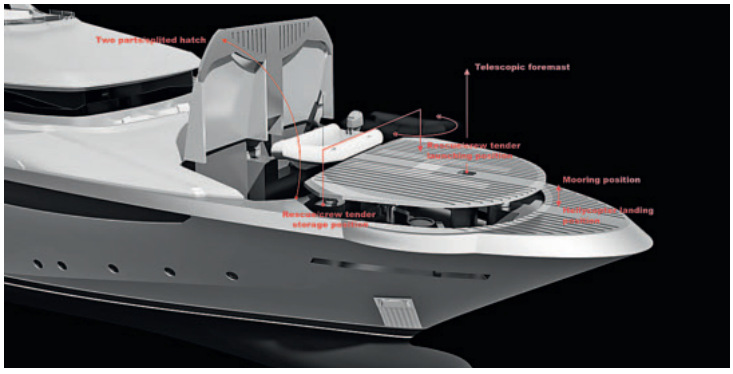


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Soraya 46
Hidden hardware

Although deck hardware can truly be a piece of art, there is a school of thought that prefers a clean look. That is the position that Soraya Yachts designer Jure Bukavec took when he created the decks of the soon-to-launch Soraya 46. The foredeck for instance is devoid of all of the cranes, tenders, water toys, fenders and other deck gear that are so often in evidence. Instead, all this necessary equipment is stored inside compartments. The touch-and-go helipad, available for emergencies or quick trips offshore, is also integrated into the deck. A hydraulic system allows the pad to rise before the craft approaches. Just aft of the helipad is a compartment housing the rescue tender under a hatch. At the Fort Lauderdale International Boat Show in October, sales manager Sasa Vinkovic explained that these features, as well as a dark wraparound window line at the bridge level, were meant to create a sleek vessel that conveys the energy and strength of a predator. The Soraya 46 is currently under construction at the Gentech Shipyard in Turkey and is being built in compliance with RINA and MCA standards.

For more information, visit sorayayachts.com

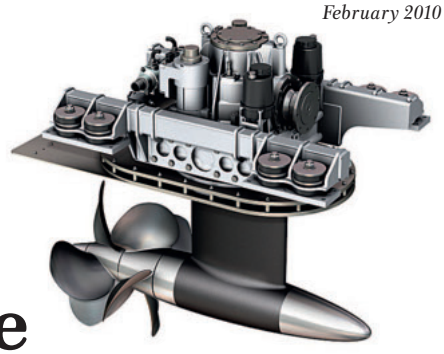
Mark your Calendar
Miami Boat Show returns

The Miami International Boat Show & Strictly Sail returns to Miami, February 11 to 15, 2010. Visitors will have the opportunity to browse exhibitor inventory and schedule dealer meetings via a newly launched website. Another change for his year is the temporary relocation of the Strictly Sail sailboat display from Miamarina at Bayside to the Sea Isle Marina & Yachting Center. For more information visit MiamiBoatShow.com or StrictlySailMiami.com. Running concurrently is the Yacht & Brokerage Show with a huge in-water display alongside Collins Avenue.

For more information, visit showmanagement.com

Other international boat shows coming up:

London International Boat show: January 8-17, 2010
Boot Düsseldorf: January 23-31, 2010
Mumbai International Boat Show: February 18-21, 2010
Abu Dhabi Yacht Show: February 25-27, 2010
Dubai International Boat Show: March 9-13, 2010
Palm Beach International Boat Show: March 25-28, 2010
China (Shangai) International Boat Show: April 8-11, 2010
Croatia Boat Show: April 10-18, 2010
Singapore Boat Asia: April 15-18, 2010



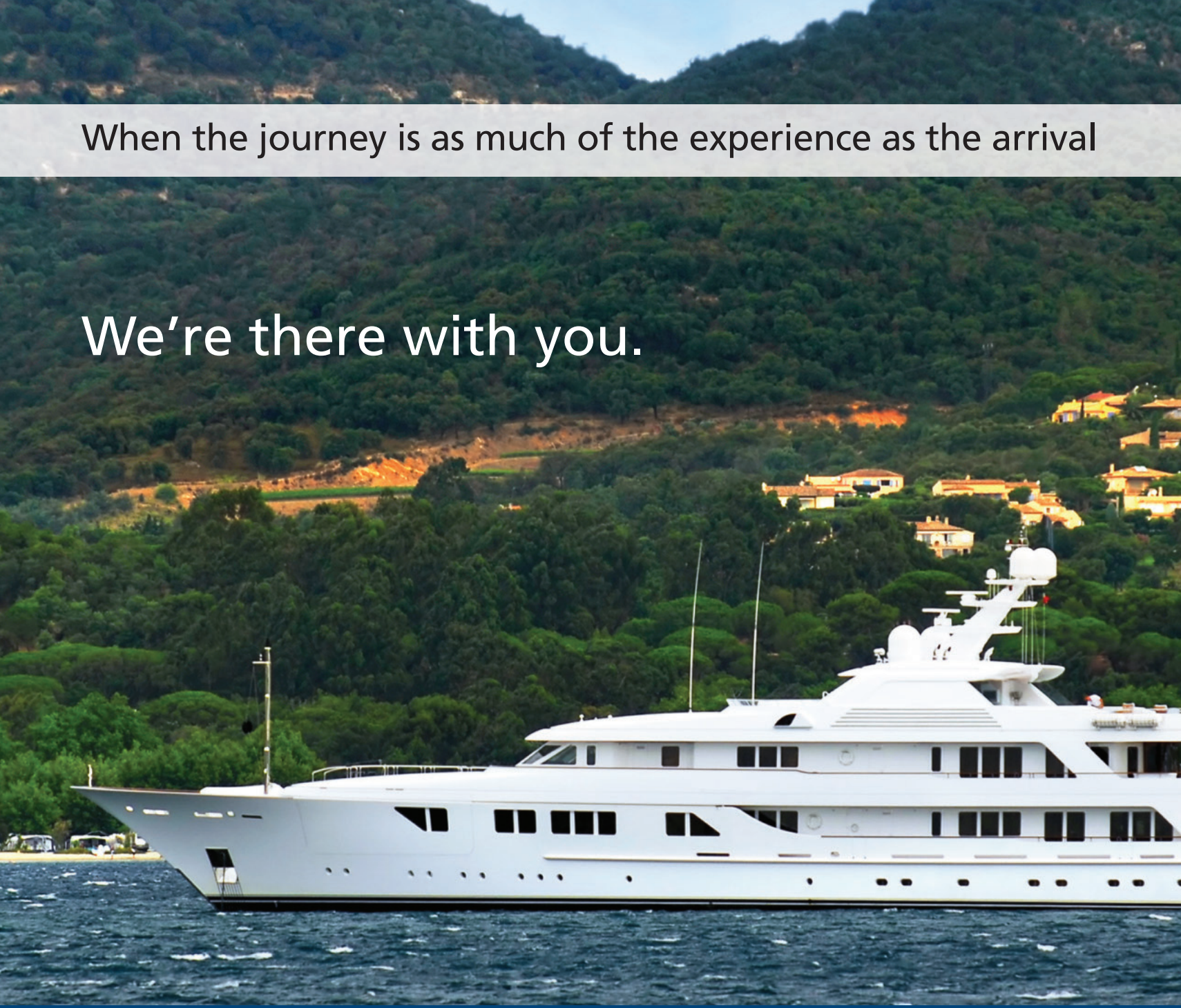
More powerful pods
From Azimut and ZF Marine

The research and development division of the Azimut-Benetti Group and ZF Marine have successfully tested a new propulsion system suitable for 60' to 120' yachts with engines up to 1,200 hp. Azimut-Benetti has introduced the system on its 62 S presented in Genoa, and plans to install the ZF POD 4000 in the new models of its S line as early as this year. The compact and lightweight system features a standard transmission mounted to a steerable pod unit with twin counter-rotating propellers. Among the advantages that the ZF pods offer are higher efficiency, increased vessel maneuverability, greater accommodation space and reduced noise and vibration. ZF pods achieve a 15-percent increase in cruising speed, as compared to conventional engines and drives of identical power, and a 20-percent reduction in fuel consumption. A joystick, connected to an integrated electronic control system, offers the operator the ability to maneuver intuitively. A built-in GPS position-keeping system enables the vessel to maintain a set position, even with wind and currents. The new generation of ZF pods expands the market for the user-friendly systems, up to now available only for boats with engines to 450 hp. The new system will also be installed in a triple configuration on the new 120' yacht by Lazzara Yachts, a frontrunner in this area.

For additional information, visit azimutyachts.com and zf.com



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Eurocopter EC155
By Andrew Winch Designs

Yacht brokerage company Edmiston, the Franco-German-Spanish Eurocopter Group and UK-based Andrew Winch Designs unveiled a new design for the Eurocopter EC155 at the Monaco Yacht Show. A year ago, the well-known British designer, whose most recent work includes the newly delivered CMN *Slipstream*, produced the winning design for a new Range Rover, and now has expanded his range of aircraft designs to include a helicopter especially created for yachts as an "air tender". The AWD-designed new Eurocopter EC155 B1 Dauphin is a medium twin-engine helicopter whose contours recall ocean waves. The aircraft features such luxurious details as teak flooring, wrap-around adjustable leather seats with carbon fiber back shells, fold-down central armrests, floating LCD screens and headphones. On the outside, the pearlescent white helicopter features faux teak finish, polished steel trim lines and green-tinted windows with anthracite window surrounds.

FOR MORE INFORMATION, VISIT ANDREW-WINCH-DESIGNS.CO.UK, EUROCOPTER.COM AND EDMISTONCOMPANY.COM



Pretty as a picture
Yachts in oil

Daniel Moriano, a former merchant marine captain born in Patagonia, Argentina, is a self-taught painter who has turned his passion for all that navigates into an art. Among his favorite subjects are some of the world's yachts. Now living in the U.S., Moriano now works full-time on his art, which includes oils, murals and faux finishes.

FOR MORE INFORMATION VISIT DANIELMORIANO.COM

Island Global Yachting Expands with Newport Yacht Club

Marina developer and manager Island Global Yachting (IGY) has added the Newport Yacht Club & Marina to its growing collection. Located directly across the Hudson River from downtown Manhattan, the Newport Yacht Club & Marina features 154 berths –including 12 megayacht berths accommodating yachts to 200' – surrounded by a luxury marina village. The marina's inner basin offers parallel docks for superyachts; transient finger slips accommodates vessels up to 60'. Dockside services include 30, 50 and 100-amp single- phase and 100-amp three-phase power; water, cable and telephone hookups; indoor parking; modern bathrooms, showers and laundry; 24-hour dock and perimeter security with closed-circuit cameras; in-water winter storage. An on-site PATH subway train stop and a helipad provide easy transportation to and from the marina. The Montauk Yacht Club on nearby Long Island is also part of the IGY family.

FOR MORE INFORMATION, VISIT IGYMARINAS.COM



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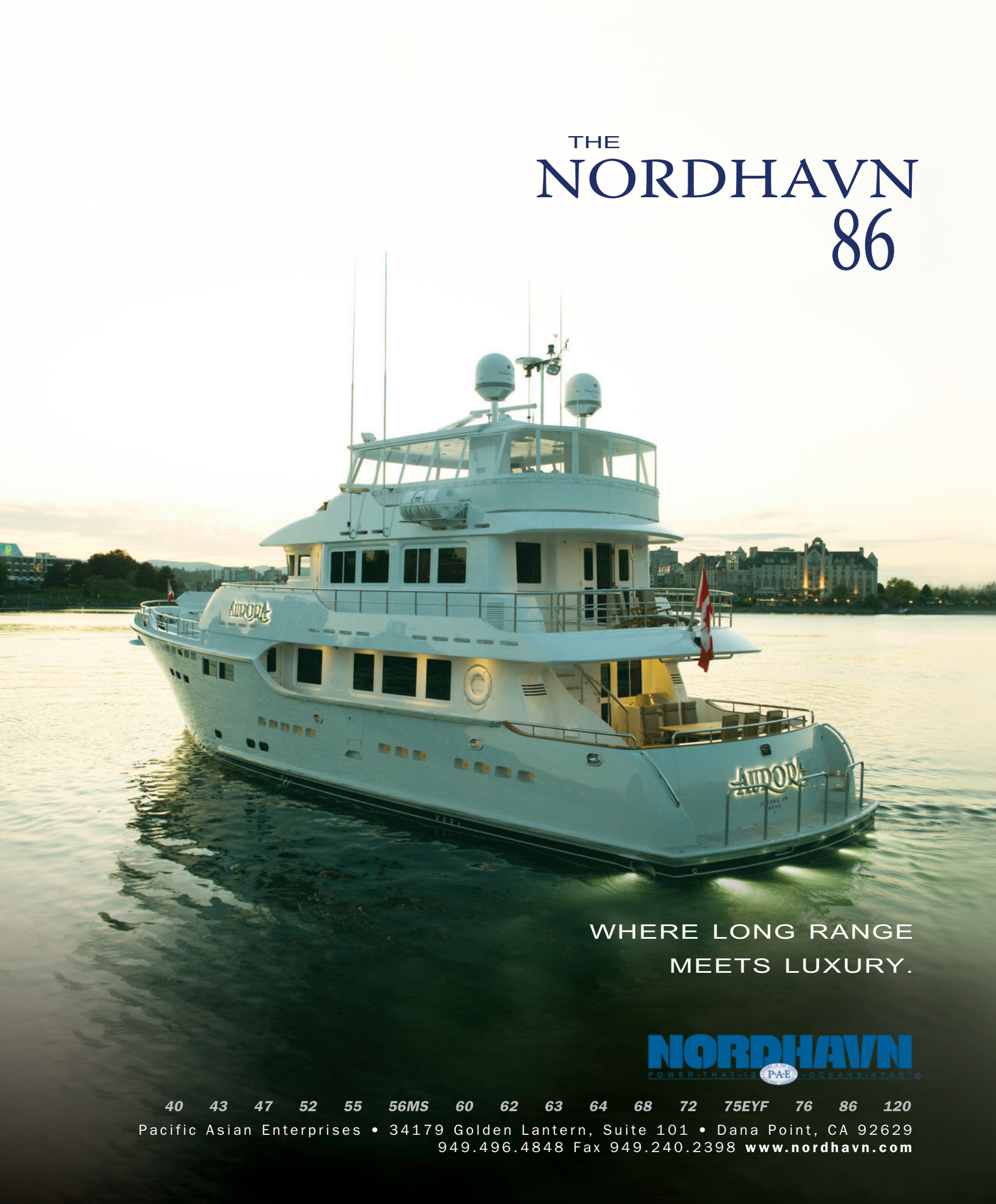
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Scalfaro mechanical chronograph
Espen Oeino-designed

At the Monaco Yacht Show last fall, Swiss fine watchmaker Scalfaro and world-renowned naval architect and yacht designer Espen Oeino introduced the product of their combined efforts. The creators behind the watches, brothers Dominik and Alexander Kuhnle, and the creator behind some of the world's best known yachts (including *Skat*, *Kismet* and *Silver*) first met at a previous Monaco Yacht show. They found common ground in the creative process behind fine timepieces and spectacular yachts, and agreed to collaborate on a limited edition watch series, which they introduced last fall on the terrace of Oeino's Monaco office. The "Scalfaro for Espen Oeino Edition" is limited to 100 pieces worldwide, and the sporty and elegant stainless-steel mechanical chronograph is available with a retail price of 6,950 euros. A porthole inspired the design and construction of the solid 44mm watchcase. Numerous polished facets and brushed tables make the timepiece sparkle like a diamond. The diamond-polished hands are filled with Luminova for good readability at night. The dial's hand-finished inner bezel – visible through the scratch-resistant and specially treated sapphire crystal – is engraved with the hour numbers as well as the name Espen Oeino. Two-tone ceramic cylinders are set into the bezel – a red ceramic element at nine o'clock (for portside) and a green ceramic element at three o'clock (for starboard). Additional images and technical information are available on a dedicated website.

PLEASE VISIT SCALFARO-ESPENOEINO.COM

Custom fit at the helm
Crown Ltd. Mariner chairs onboard Slipstream

Crown Ltd. Mariner helm chairs upholstered in anthracite leather and telescoping stainless steel table pedestals are featured onboard the Andrew Winch-designed Slipstream, awarded "best interior design" by Prince Albert II of Monaco at the 2009 Monaco Yacht Show. The 197' Slipstream is the largest motor yacht ever launched by the French CMN shipyard, and the second in a new series of yachts developed under a partnership between CMN and Andrew Winch Designs. Made at Crown Ltd.'s Savannah, Ga., facility, the ergonomic helm chairs feature contoured side bolsters and patented memory foam inserts for support, stability and custom fit. Crown Ltd.'s stainless steel table pedestals feature an eye-catching mirror-polished finish and integrated styling to match the surroundings.

FOR MORE INFORMATION, VISIT CROWNLTD.COM

Bertram-Hatteras Shootout Tournament
Dates set for 2010

After a brief hiatus, the spirited rivalry of the Bertram-Hatteras Shootout Tournament is slated to return April 27 to May 1, 2010. Bertram and Hatteras and their respective dealers, Allied Marine and Marine Max, have agreed to take on the management of the new Bertram-Hatteras tournament. To live up to the tournament's reputation and success, the Bertram-Hatteras Shootout tournament will retain many of the same sponsors and individuals involved in previous years. Organizers say that owners can expect a competitive fishing tournament with hard-core fishing action mixed in with fun and entertainment. The 30th Annual Bertram-Hatteras Shootout Tournament will be held at the Abaco Beach Resort in Marsh Harbour, Bahamas.

LOG ONTO FISHTHESHOOTOUT.COM TO REGISTER, OR FOR MORE INFORMATION PLEASE CONTACT: MIKE BONDURANT BY E-MAIL, FISHTHESHOOTOUT@GMAIL.COM OR CALL + 1 954 648 1616.



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Swath Silver Cloud

Seakeepers' Jim Gilbert and Board member Michael Moore with Captain van der Horst and Mr. Balm of *Silver Lining*



SeaKeepers
Keeping an eye on ocean's health

At a recent event in Fort Lauderdale, SeaKeepers awarded one of Seakeper1000 monitoring units to the Nova Southeastern Oceanographic Institute to study the potential effects of pollution inside Port Everglades' ship channel on the coral reef lying along Florida's Southeast Coast. The unit was paid for by the non-profit organization's fundraising efforts. In attendance was ocean advocate and award-winning filmmaker Jean-Michel Cousteau, president of the Ocean Futures Society. Cousteau, a world-renowned conservationist and filmmaker also serves on the society's board of directors. He attended the event before embarking on a weeks-long expedition through various research sites from the China Sea to Fiji. Seakeepers has a small but influential membership of dedicated enthusiasts, professional and scientists. A small group of yacht owners, horrified by the deteriorating condition of the oceans they cruised, founded the International SeaKeepers in 1998. Their initial goal was to develop an automated and cost-effective ocean monitoring system to install aboard private yachts in order to gather data on the state of the ocean, which they could deliver to scientists. The society has exceeded its initial goal. More then 45 locations around the world now are equipped with the innovative modular SeaKeeper 1000. Among them are yachts, of course, including the SWATH yacht *Silver Cloud* that reported data while owners and Seakeepers Founders Alex and Renate Dreyfoos pursued their circumnavigation. They are also found on cruise ships (*the World* has recently installed one), ferry boats, yacht transport ships (Dutch company Dockwise Yacht Transport is installing the monitoring units all of its new vessels), piers and buoys. Over time the Seakeeper1000 has earned recognition from research institutions such as the Scripps Institution of Oceanography and the U.S. National Weather Service. In 2002, the society received the Tech Museum Award for Technology Benefiting Humanity. Accepting the donation on behalf of the Nova Southeastern University Oceanographic Center (an education institution with graduate programs in marine science and home to the National Coral Reef Institute and the Guy Harvey Research Institute), Professor Charles Messing explained the importance of the equipment for the Southeast Florida marine ecology. "If you have ever seen satellite photographs of the inlet, you may have seen this plume of what appears to be brown turbid water pouring out of the port and drifting to the coral reef. We have no real data to say how this is affecting our coral reef. Hopefully this instrument will go a long way toward understanding how the port is affecting the reef," he said. The Seakeeper1000 at Port Everglades, one of the U.S.' busiest ports, will be used in an environmental monitoring project in conjunction with Florida International University, the Atlantic Oceanographic and Meteorological Laboratory of NOAA and the Broward County Environmental Protection Department. The unit will help quantify the flux of nutrients in and out of the ship channel and the impact of land-based pollution on the Southeast coral system. It will be used to measure oceanographic and meteorological aspects, including salinity, pH, O2 and other levels in the waters flowing in and out of the port channel and, ultimately, help determine best action course to protect the important coral reefs. Recently, the SeaKeepers released an updated version of its publication *Critical Ocean Issues.*

To obtain a copy of this must-read report, membership information or donate, please visit seakeepers.org





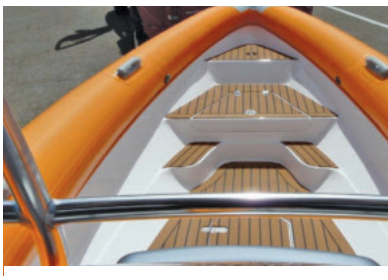




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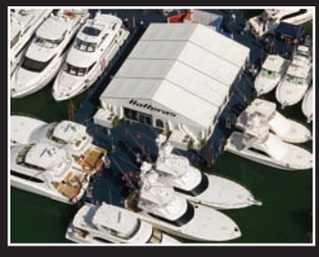
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New Zealand Yachts
165' Monohull Lines

A leading exponent of the wavepiercer concept, New Zealand Yachts of Whangarei north of Auckland, has tacitly acknowledged that this multihull technology may be ahead of its time, and has developed a family of innovative light, fast and strong monohulls to augment its range. Shown in Monaco and Fort Lauderdale in 2009 was the signature NZY 50 m (165'), which has evolved over the previous year. Features include a private owner's balcony, an extensive "beach club" aft, a teak-wrapped foredeck not unlike that of a sailing yacht, and the tinted glass canopy on the sun deck is laminated with a new nano film to reduce solar glare and harmful UV rays. Forward facing windows are also toughened and laminated to avoid the installation of bulky storm shutters. U.S.-based Allen Jones and son Damon in New Zealand say the monohull line retains many of the best characteristics of the wavepiercers, which have won ISS Design Awards in Fort Lauderdale, while placing the yard more firmly in the mainstream superyacht market. Aesthetically pleasing interiors are offered, and living areas can be customized. NZY at Whangarei also undertakes extensive refit, repair and maintenance work on large vessels making around-the-world passages.

FOR MORE INFORMATION, PLEASE VISIT NEWZEALANDYACHTS.COM

First IAG 127
Ready to roll

The first of three innovative 127' motoryachts, being built by the Italian-Taiwan yard IAG Yachts in Zhuhai, China, is scheduled for a March launch, and commercial director Olga Giannaccini, who was at the recent Cannes, Monaco and Fort Lauderdale International Boat Shows, says the vessels have attracted strong interest due to their practical seagoing layouts, quality finish, use of state-of-the-art American and European equipment, and competitive pricing. The initial concept focused on a tri-decker suitable for chartering. The IAG 127' accommodates 12 guests and nine crew, and yet also has huge salons and other recreational areas, quite remarkable in a yacht this size. Several models evolved as the designers tweaked their layouts, available to owners seeking to customize. Two Caterpillar C32s are expected to propel the vessel at 20+ knots and, at lower speeds, the yacht has transatlantic range. Italian classification society RINA is overseeing the builds. The IAG is a modern yard in a specialist yacht-building zone a short ferry ride from Hong Kong. IAG's team is currently developing an IAG 100' sister ship. Giannaccini recently announced the IAG dealer appointments of Doug Hoogs and Yacht Management Services in Fort Lauderdale, Sardinia-based IBS in Europe, and Aqua Speed in Dubai.

FOR MORE INFORMATION, VISIT.IAGYACHTS.COM

Doug Hoogs, center, with IAG owners Bernard and Michael Chang





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Singapore Boat Asia 2010 Berth demand surges

Berth bookings for Southeast Asia's premier show, Boat Asia in Singapore, 15-18 April 2010, were already up 20 percent when the event was officially launched last September, bucking modest declines elsewhere. The Asia-Pacific and Middle East regions are less affected by financial problems than America and Europe, and powerhouses like populous China and India continue to post strong GDP figures. Singapore is at a crossroads between these burgeoning economies – China will soon replace Japan as the world's second largest, behind only America – and in the 20 years since the Singapore International Boat Show was launched, its fortunes have waxed and waned and waxed again. New organizer Herman Ho of TMX Exhibitions has, in two years, taken the event steadily upmarket, and has become a "regular" in Cannes, Monaco, Genoa and Fort Lauderdale. A new Superyacht Segment is being introduced in 2010 and four bookings have already been made in that section. Booths in the air-conditioned pavilion within the venue, at the brand-new Marina at Keppel Bay, are also up 10 percent. Marketing Director Zann Ng told *Yachts International* that although fewer than 100 boats would be shown in-water, this already far exceeds Boat Asia's so-called heyday in the mid-late 90s – when it was part-owned by the same organizers as the Monaco Yacht Show – and she said American and European builders have long pondered where best to exhibit in the emerging Asia-Pacific region. In recent years they have tried the China International Boat Show in Shanghai – scheduled for April 8-11, 2010, quite close to Boat Asia's dates but it yet has to prove itself a truly viable business venue. Chinese superyacht yards, which sell to Western clients, usually don't exhibit in Shanghai, and there are more pleasure craft in ex-British Hong Kong than in the rest of China put together. Difficulties include shallow, choppy seas off the Chinese coast, poor water and air quality, chilly long winters anywhere north of Hong Kong, and cumbersome bureaucracies that make it hard to voyage even from one province to the next. No superyachts turned up in Qingdao for the 2008 Beijing Olympics, for example, whereas they packed into Sydney eight years earlier.

The Japanese, who have similar problems plus very high-cost coastal clubs and marinas, largely keep their big boats offshore, preferring to fly to Micronesia or Hawaii or Queensland in Australia, and Asia-Pacific observers believe this is what the fast increasing ranks of Chinese billionaires are discreetly doing too. But Singapore itself, a melting pot of Chinese, Malays and Indians plus many expats, is also an option for mainland Chinese businessmen. Here people speak Mandarin and English. A wide range of authentic cuisines are offered by accomplished Chinese chefs, and famous holiday isles like Phuket and Bali are a short distance away, as is the fascinating North Borneo coast, where one marina alone, Sutera Harbor in Kota Kinabalu, can take 10 superyachts at a time. Next door, the Sultan of Brunei and his brother, Prince Jefri, have previously owned the 180' Oceanfast Bolkiah and 180' Feadship Tits. Singapore presently has eight superyacht owners, and the largest of these is the 298' *Asean Lady*, followed by the 201' *White Rabbit E*, whose owner previously had two Feadships. A lot is going on. "We are turning Boat Asia into a lifestyle event," TMX's Zann says. "Since taking over in 2008 we've used five-star town bases, starting with the St. Regis, then the Shangri-La, and next year we will be at the new casino hotels on Sentosa Island. Wynns Marina Bay is opening too. A whole new potential boating market is evolving right here. Audi limos ferry VIP guests between the hotels and Boat Asia, where we have the VIP Island Suite for their comfort. Singapore like Abu Dhabi now has its own F1 GP. This is a major banking and transport center. I think you will find that our vision for Boat Asia will catch on quite quickly, on an international basis, and importantly, it will work for both the exhibitors and visitors."

MORE INFORMATION IS AVAILABLE AT TMX.COM.SG

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B E L I Z E

2009 Abu Dhabi Grand Prix
The Formula One Race Track by night

The Emirate of Abu Dhabi hosted its first ever F1 Grand Prix. The race course attracted high praises for mixing a twisting Singapore-style street section and a marina, inviting comparison to the established Monaco event.





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Pacific *Mariner 85*

NEW BEGINNINGS

At the Fort Lauderdale International Boat Show in October 2009, a familiar design shared space with Westport Yachts' latest models, including a brand new 130'. We took a closer look. Hull 16 of the Pacific Mariner 85 pilot house yacht sports new features, including more curves topping its original William Garden-designed hull, which provides an uncannily smooth, quiet ride. Story **Jerry Stansfield** Photos **Scott Pearson**

The second thing a visitor might notice upon approaching the 16th of Pacific Mariner's series-built 85' pilot house yacht is a new nameplate that to the original badge adds the inscription "by Westport," reflecting the recent acquisition of the LaConner, Wash., yard by the megayacht giant based in Port Angeles. The transaction, according to Westport Vice President Phil Purcell, has been of considerable benefit to both parties. "The move enabled us to cross-pollinate and expand the yard's resources, especially in the area of product design and engineering," he said, adding that "for its size and reputation, the Pacific Mariner 85 provides an appropriate complement to the Westport 112 raised pilot house, the 164 tri-deck and the newly re-designed 40-meter tri-deck that we introduced earlier this year." The *first* thing to command our observer's attention, of course, would be the new profile and exterior styling elements that now define the all-composite 85. Keynoting these are rounded contours compared to the original 85's more angular appearance, larger portlights to illuminate the master stateroom, and, topside, flybridge-deck overhangs that allow an expanded boat deck.

The prime motivator in the transition from the original to the new style, unfortunately, was a fire that about two years ago scorched the Pacific Mariner lamination building and damaged beyond repair its hull and deck molds for the previous 85. After carefully evaluating its recovery options, Westport's management team decided on a two-part initiative: first, to re-establish production of the 65' pilot house cruiser, an enormously popular design that launched the company in 1997 and comprised its entire output—no fewer than 60 units—until the introduction of the 85 nearly four years ago. Tooling for the 65 had been well maintained, enabling Pacific Mariner crews to resume production immediately. "The company wanted to keep its people," Purcell noted. "Reinstating production of the 65 allowed that to happen, buying time to weigh further options for reintroducing the 85." Those options, he said, were (a) to duplicate the original molds and continue building the yacht as originally



Expanses of view windows surround a salon appointed with a mix of built-in and occasional furnishings

designed, or (b) to take the opportunity to update exterior styling and to fine tune design elements where appropriate. After due deliberation, Westport chose the latter course, and assigned to its design team the task of creating the new look.

Equally noteworthy was the yard's decision to leave the William Garden-designed hull virtually unchanged, and to create a new mold from an existing master pattern. It was a wise choice, because its slippery, balanced underbody delivers an uncannily smooth, quiet ride and corners as if on rails. So, apart from a few revisions in the size, shape and location of hull-side portlights and a re-styling of engine room ventilation ports, the new 85 boasts the same proven geometry as that of its predecessor.

By the time the two additional 65s were completed and sold, the spanking new deck tooling, fabricated in nearby Sedro-Woolley by Janicki Industries, was ready to begin producing the renewed 85 series. The first of these eased into the Swinomish Channel last February for delivery to its owner. That project, hull number 15 of the 85 series, was to have been the earlier-style 85, but emerged as the first of the new-look subset; its owner has embraced the new design wholeheartedly.

While the new 85's interior arrangement also remains largely the same—three guest suites forward on the lower deck plus a full-beam master with private access just aft—the new, taller, deckhouse profile has allowed an increase in headroom at the pilot house, and the addition of an overhead cabinet above the peninsula counter in the adjacent galley. As before, the main-deck salon features separate sitting, bar and dining areas. As before, quarters aft of the engine room accommodate a crew of one or two, or in the case of an owner-operated boat, additional guests.

Among the more functional exterior changes is a broader top deck area, which extends outboard on either side to the point of allowing athwartship storage of a tender up to about 16'



Above: A separate dining area, within a few steps of the galley, seats six. Below: The midship master suite features a king-size berth amid finely-finished cabinetry

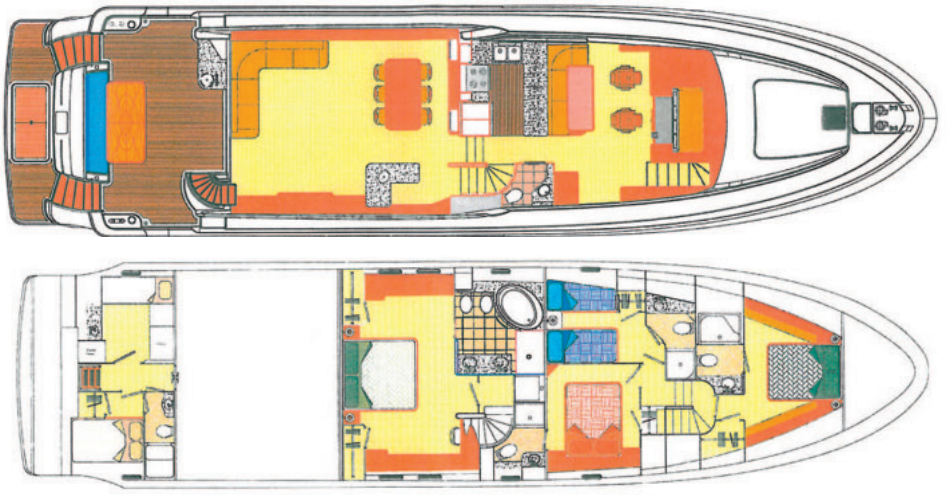






Left: A well-placed console delivers vital navigation data without obstructing the view ahead. Right: A composite hardtop shelters the upper helm, bar and dining banquette

in length, a configuration that opens up a larger portion of the boat deck for sunpads or lounge furniture in addition to a sizeable storage cabinet and spa tub, and a service bar with grill and open-air dining settee beneath a composite hardtop. The stairway leading down to the after main deck has been relocated to the starboard side. Other pragmatic refinements include moving the shore power, TV and telephone cable ports to a covered compartment accessible from the swim platform instead of the aft main deck, and installing substantial mooring bollards in gunwale recesses in lieu of cleats mounted inboard of hawse holes. A modular design concept simplifies installation of composite exterior components—storage cabinets, settee and bar—and allows some flexibility of positioning to meet specific owner requirements. While worth a look on its own merits, the 85 also offers testimony to its builder's resilience and commitment, not only to its clients but to its employees as well, and to the wisdom of turning adversity into an opportunity to take a good thing and make it better. When life hands you lemons, make lemonade. ●



Pacific *Mariner 85*

LOA: 85' 10"
BEAM: 21' 3"
DRAFT: 5' 0"
CONSTRUCTION: COMPOSITE
DISPLACEMENT (APPROXIMATE): 135,000 LBS.
FUEL CAPACITY: 2325 U.S. GAL.
WATER CAPACITY: 425 U.S. GAL.
ENGINES: 2 X MTU 10V2000 @ 1500 HP EACH
GENERATORS: 2 X NORTHERN LIGHTS 30 KW
SPEED CRUISE/MAX: 22 /25 KNOTS

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LUXURYACHTS BUILDS

Timeless *classic*

Marin LuxurYachts' Herreshoff replica recalls the past splendor of yachting in appearance and performance. The yacht hails from Galicia and is one of the first yacht projects from the luxury yacht division of Factoria Naval de Marin Shipyard on Spain's windy Atlantic coast. Story **Bill Ando** Photos **ConceptWorks**

The 180' sailing yacht *Elena* may be one of Marin LuxurYachts' first yacht projects (launched simultaneously was a 131' motoryacht designed by Íñigo Echenique and a 197' motoryacht, the largest yacht ever built in Spain, is scheduled for a 2010 launch), but it possesses an esteemed pedigree.

"She is developed from my grandfather's design of 1909 (100 years in October 2009) of the *schooner Westward*, which had a rather successful season in 1910 racing in England with Captain Charlie Barr in charge," says Halsey C. Herreshoff, grandson of the legendary designer Nathanial Herreshoff and president of Herreshoff Marine Museum/America's Cup Hall of Fame in Rhode Island.

"The original *Elena*, built in 1911, came from the same design as *Westward* with some changes," says Herreshoff. The new *Elena* is true to the original design. The Massachusetts Institute of Technology (M.I.T.) in Boston provided hundreds of hand-drawn plans and Herreshoff's grandson supplied additional information, ensuring that another Herreshoff-designed racing schooner would be constructed and sailed in the 21st century. The 162' *Elenora*, built in Holland in 2000, is also based on *Westward*'s lines.

In order to ensure it would be true to the original, historic images of the first *Elena* by Beken of Cowes and Morris Rosenfeld—a couple of them now displayed in the salon—were studied to ensure that every detail was replicated to perfection. The 1911 original rigging plan underwent comprehensive computer testing using a purpose-designed computer program by spar maker Brasker Masts. Surprisingly, the results revealed that 100 years of developments in rigging design could not improve upon the Wizard of Bristol's original concept and all the spars were built to his original specifications.

All of *Elena*'s lower spars and booms were constructed of carefully selected Oregon pine while her upper masts, gaffs, jackyards and spinnaker boom are of the finest quality Alaskan Sitka spruce. The booms use 16 staves instead of eight, making it much stiffer and lighter.

The salon is starboard of the centerline and just forward of amidships; note the period photo on the bulkhead



ALTHOUGH THE DECOR IS TRUE TO THE PERIOD, DESIGNERS TAILORED THE LAYOUT TO MEET THE DEMANDS PLACED UPON A 21ST CENTURY LUXURY CHARTER YACHT



The dining room, opposite the salon, evokes a strong period ambiance with stout wood furniture and dark paneling; the captain's cabin (below) doubles as a guest cabin during charters



Class rules limited the use of modern materials and technology. "Of course it would have been practical to use carbon fiber, but that would have removed the yacht from the classic division," says Steve McLaren *Elena*'s captain, who was also the build captain.

Although the hull is steel, the deck is "bulwark to bulwark" of 316 L stainless steel covered with teak decking secured with substrate using a vacuum bagging process. The decidedly modern method not only eliminates the leak paths that are present with a screwed down deck but also resists water intrusion.

Although there are a few doghouses, the yacht's silhouette is notable for its lack of superstructure: three provide entry and light and one supplies ventilation and light for the salon. Other than that the deck is flat; is easy to work and sheds boarding seas with ease.

The design is a return to early 20th-century thinking when yachts were designed to be sea kindly vessels, intended to deal safely with the elements at sea, not as a hull wrapped around hotel-style accommodations. That is why today the boat still boasts impeccable performance. *Elena*'s first regatta was Les Voiles de Saint-Tropez in September 2009. McLaren says he was pleased with the yacht's performance on her first race sailing in the Big Classic division. Sailing to weather at six knots in seven to eight knots of wind is more than acceptable performance for a full-keeled schooner, and pointing at 35-40 degrees off the wind is certainly worth a mention. For a brief half-an-hour, the *Elena*'s crew were treated to 15 knots of wind, which allowed them to increase the yacht's speed to 12.5 knots, but the rest of the four-day race were sailed in less than 10 knots of wind. Although the decor is true to the period, designers tailored the layout to meet the demands placed upon a 21st century luxury charter yacht, such as crew/guest separation and posh accommodations for 10 pampered guests. After all, "*Elena* is available for charter during the races as well as for cruising," says McLaren. The yacht will go from the Caribbean to the Mediterranean and back, according to the charter season on its own bottom, as any sailing vessel worth its salt should.

Interior ornamental details meticulously follow the original Herreshoff drawings. White ceilings with mahogany-capped ceiling beams accent varnished raised and fielded classic mahogany paneling. The salon and dining room are treated to a floor-to-overhead mahogany

Elena sails *again*

LOA: 180'5"
LWL: 96'
Beam: 26'8"
Draft: 17'
Displacement: 215 tons
Propulsion:
MAN V12 D2482LE 600hp
Reduction Box:
ZF 665, 2.59:1 ratio

Propeller Installation:
Hundested VP7 FR-HP
Hull speed: 13.6 knots
Range under power:
3.000 nm @ 10 knots
Sail area
Total Upwind: 1,180 m²
Total Downwind: 1,800 m²
Construction

Hull: AH36 High Tensile Steel
Deck: 316L Stainless Steel
Tank capacities
Fuel: approx. 6,963 Gal.
(15,000 liters)
Fresh Water: approx.
2,642 Gal. (10,000 liters)
Black/Grey: approx.
449 Gal. (1.700 liters)

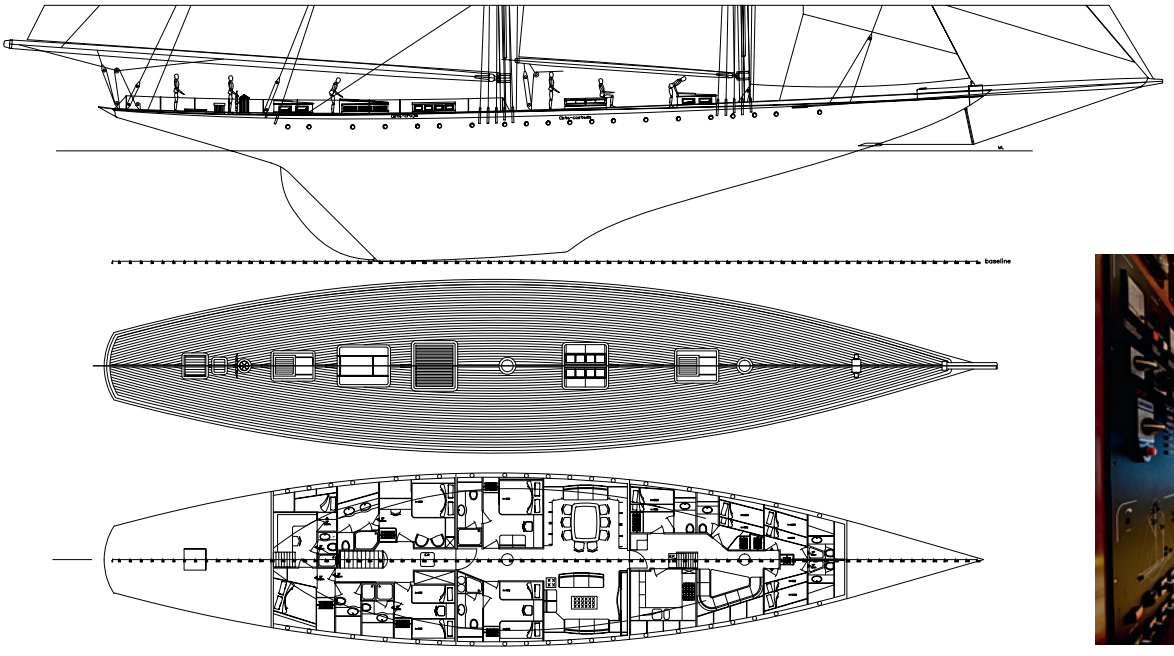
finish while the cabins rely on a lot of white. An abundance of natural light flows to the lower deck through skylights and portholes (three in every guest cabin; four in the owner's cabin). Privately controlled air conditioning systems, CD players with hidden speakers, 26-inch LCD screens and iPod docks contribute to creature comfort.

Aft and just forward of the steering position, with its own private access from deck, is the captain's cabin, which doubles as a guest cabin during charters (the captain can bunk in the nav/com cabin that contains a single bunk, head and shower).

The owner's stateroom is located on the port side at the foot of the main companionway. It features a double berth, an office-sized desk, lounge seats for two and an extra large bathroom. The full-width salon is the social area of the yacht below decks. It comprises a dining area to port with fixed seating for 10 guests. To starboard the lounge area includes comfortable settees, a table, bookshelves and a 42-inch LCD flat screen a CD/DVD system. A large door provides access from the salon to the galley, which is also accessed from the crew quarters—eight in four cabins—in the forepeak. Crewmembers enjoy a dedicated mess with a 21-inch LCD TV and a CD/DVD system. A separate crew companionway leads to the deck and to the tank deck equipped with large freezers, food storage, washers, driers and the engine room. The yard's craftsmen were so meticulous during the build that even the yacht's weight—215 tons—is the same as the original. It's a testament to Herreshoffs wizardry as well as the yard's attention to the details necessary to turn out a yacht with the fit and finish, and sense of history, of *Elena*. ●

The navigation/communication room contains a bunk so the navigator can remain close to his work during a race or a passage

For more information,
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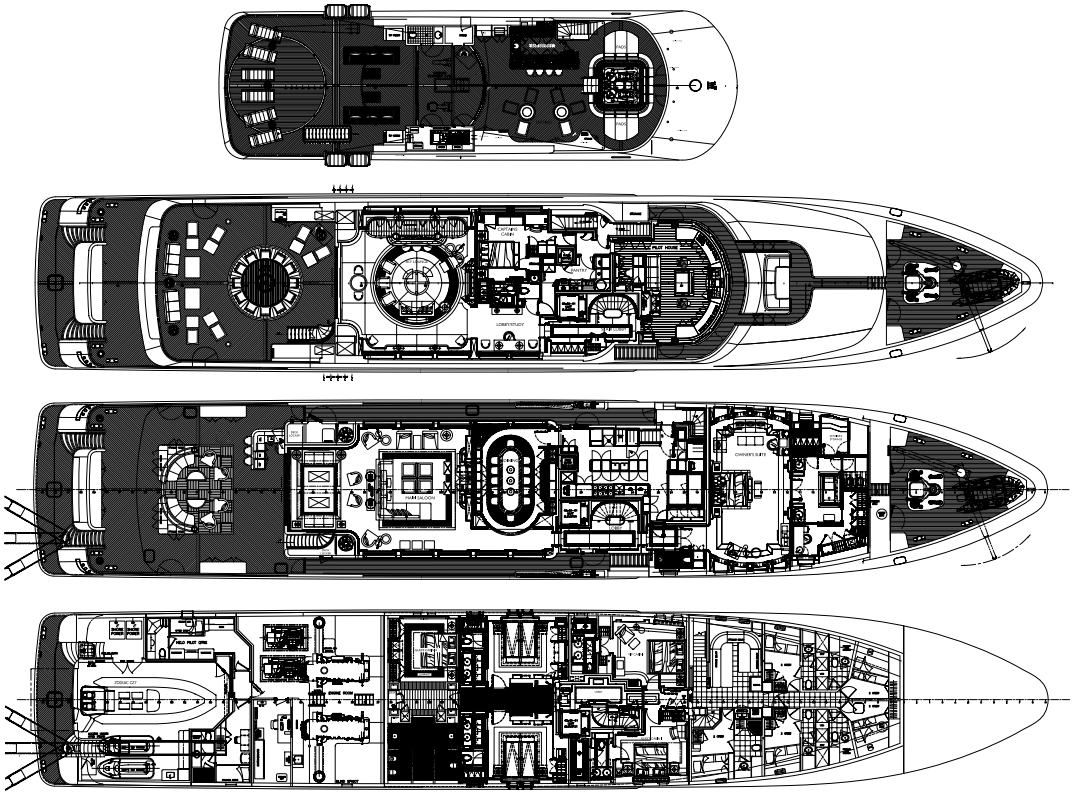


197' Trinity *Bacarella*

LOA: 196'
Molded beam: 35'6"
Draft: 11'5"
Displacement: 1,041 tons
Fuel: 53,632 Gal.
Water: 6,363 Gal.
Watermaker: FCI Neptune
Engines: 2 x 2,012 hp
Caterpillar 3512 B @1,600 rpm

Gearboxes:
Reintjez WAF 743
Propeller: Michigan
Whell CO 66" NiBrAL
Main generator:
2 x 250 kW Kilo Pak
Auxiliary: 99 kW Kilo Pak
Maximum speed: 17.2 knots
Cruising speed: 13.8 knots

Maximum range:
about 11,386 nm@10 knots
Hull material: steel
Superstructure: Aluminum
Stabilizers: Quantum
QC-1800 Zero speed
Naval architect: Trinity Yachts
Builder: Trinity Yachts



The ondeck master suite is full-beam and full of light thanks to nearly floor-to-ceiling windows

The master bathroom has the look and feel of a spa; the guest rooms and bathrooms are oversized and equally appealing







A NEW BREED OF POWER YACHT

"Stew's *Special*"

"If you want to do it, you first have to dream it," writes grocery-store magnate Stew Leonard in his soon-to-be-published book, "Stew Leonard – My Story." "I spent 10 years boating around St. Maarten on my 50' Magnum, making lists of all the things I would change—I kept dreaming of the perfect boat." Finally, Leonard has that boat, a custom Mystic SL700 that he races to his favorite spots around St. Maarten. Story **Marilyn DeMartini** Photos **Kristina Strobel**

When Leonard looked for his next dreamboat, he shared his wish list with Everett Sutton who sold him several Magnums. Sutton set out to find Leonard's next yacht, but nothing on the market seemed to fit just right. Eventually they contacted John Cosker, an offshore racer who built World Champion race boats under the name Callan Marine. After taking time off to race, Cosker had just returned to the company he created, Mystic Powerboats. He studied Leonard's list of requirements: 1. Speed 2. Open cockpit with comfortable seating to accommodate Leonard's clan of four kids and 13 grandchildren—plus friends 3. Stairs for easy access to and from the swim platform 4. Minimalist interior with a galley, a changing room and a large shower and bath 5. Bow and stern thrusters 6. Top-notch music system 7. Retractable flat roof for low bridge clearance. This sounded great to Cosker who dreamed of building a yacht that would blend power and pleasure. He flew to meet Leonard and Sutton in St. Maarten. At the end of a busy weekend spent creating 3D images on a laptop, they had agreed on a boat design and a contract. The shopping list became a recipe for building Mystic Powerboat's first recreational yacht, "Stew's Special."

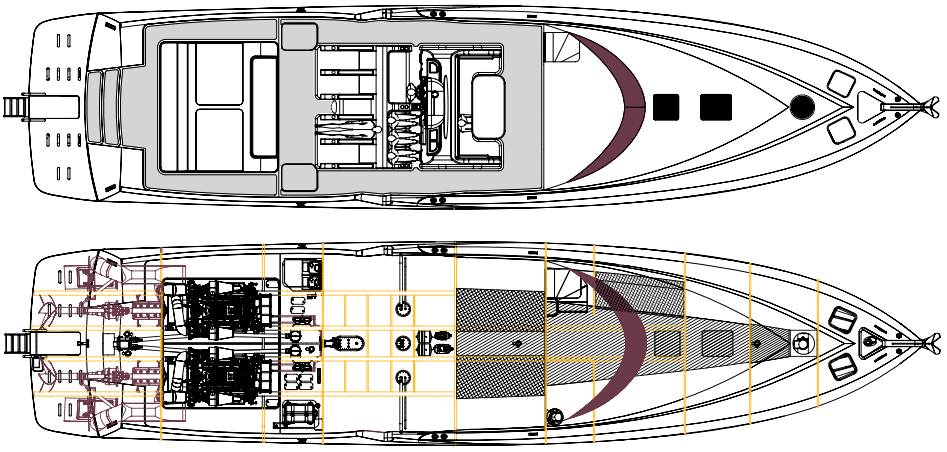
Cosker, an experienced naval architect, used a variation of his standard recipe for a 50' race boat. He knows all about carbon fiber, Kevlar and post-cured epoxy, invaluable in producing fast and strong racing hulls. For a 70' yacht that would be cruising at 50-60 mph, he opted for E-glass with carbon fiber to reinforce the hull's forward section and deck. His twin-step bottom design was ideal for speed, but he had to create a new mold for the extra 20' of length—and a new factory to accommodate the larger yacht. He put his expansion plans on an accelerated schedule to get a start on Leonard's yacht. Leonard and his sons Stew, Jr. and Tom stayed involved in every step, and so did Sutton. "John Cosker is an absolutely amazing young man—not only brilliant but a pleasure to work with," Sutton said. "In the two and a



The SL700 is not just a day boat; below deck are such amenities as a well equipped galley with granite counters and mahogany cabinets

Stew's *Special*

LOA: 70'
Beam: 16'10"
Draft: 4'
Displacement: 57,000 lb.
Construction: advanced composites
Engines: 2 x 1,825 hp CAT C32 Acerts
Transmissions: Twin Disc Quick Shift
Drives: Arneson ASD-14
Speed: 80+ mph (70 knots)
Fuel: 1,000 Gal.
Range: 500+ nm
Builder: Mystic Powerboats



half years we worked together, there was never a cross word among us—that has to be a world record for the construction of a custom yacht!" The collaborative effort took many new turns to meet exacting specifications. Quality was a top priority. Leonard has a sharp eye and his lists addressed every detail, from the chrome-plated 1,825 hp Caterpillar diesel engines, Arneson drives, Furuno Navnet 3-D navigation and Clarion head unit with JL audio stereo system, to the Rolls Royce-styled burl wood dashboard and cabin, complete with granite counters and mahogany cabinets. Cosker's added touch was the chrome-plated mahogany steering wheel engraved with "Stew's Special."

The Leonards, now retired, have a unique lifestyle that includes boating nearly every day and venturing as far as the BVIs for lunch. The Mystic SL700 is very much at the heart of this lifestyle. "I don't know what you'd call it—it's not quite a yacht, but it's not just a powerboat—it's a 'lunch boat'—a 70' water taxi." With 1,000 gallons of diesel, they have a broad range. "There are 19 great restaurants within 20 minutes of our launch, so we never get tired of the same

With top speeds of more than 80 mph, the SL700 handles like a sport car; it also is comfortable with a cabin with twin beds and a bathroom









Custom-built stairs deploy from the swim platform to help passengers ease their way in and out of the yacht

places. On a cruising yacht, you'd have to leave the day before to get to there." Leonard said. When we got aboard, Leonard was at the helm and his wife Marianne reclined in the yacht's custom-designed lounge chair, watching the monstrous rooster tail as the yacht raced between the islands. "My main passenger likes comfort," Leonard said. Four shaded lounges face the sun pad, allowing Marianne to keep company. The other creature comfort that Leonard has designed is a set of stairs that fold out from beneath the swim platform, using a hydraulic system. "I hate climbing up a ladder onto the boat," said Leonard, recognizing that though still very spry, he and his wife are in their late 70s and like being able to get in and out with ease. They do so on a regular basis. Since the yacht's draft is less than 4', the SL700 anchors near the beach, allowing Marianne and Stew to swim to their favorite lunch spots.

The bright white hull, cutting a clean path across the open seas, often draws a crowd of admirers, especially as it magically passes under St. Maarten's low "French Bridge." Cosker designed the retractable Mystic SL700's flat roof to ensure the yacht and captain could easily clear the bridge. But it also doubles as a dive platform for Leonard's grandchildren. When they're not busy diving, they like to gather around their grandfather at the helm. For such occasions, the designers included large bench seats around the helm, protected by a retractable glass and chrome-framed windshield. A granite table and another bench seat (which doubles as a storage compartment) accommodates more guests, making the helm a favorite spot. "It's like entertaining at your house and everyone stays in the kitchen," Leonard said.

However, there is more space throughout the boat. The reliable "work horse" engines are beneath the sizable aft sun pad, and between the pad and swim platform is additional bench seating, concealing a garaged dinghy. There is plenty of room for toys, family and friends to mingle below, with a room for the kids and a galley equipped with all the basics, including a Miele expresso machine.

For safety, the boat features a non-skid surface, short steps and stainless-steel handrails at the bow and alongside the helm, very helpful at higher speeds. The Mystic SL700 does 0-60 in about 30 seconds, climbing to 78+ smoothly, and Leonard handles the wheel like a racer. "John (Cosker) has gotten it to 81.5, but I don't need to go any faster (than 70)," Leonard said. He talks of building another boat but has a dilemma. "I like the process of building it—it's like building a house— but I can't think of anything I'd change."

The SL700 marks the top of the list for Leonard now, but there are more Post-it notes back in his office and John Cosker just might get another call. ●

FOR MORE INFORMATION, VISIT MYSTICPOWERBOATS.COM

IT'S NOT QUITE A YACHT, BUT IT'S NOT JUST A POWERBOAT. IT'S A LUNCH BOAT--A 70' WATER TAXI

BIG IS BEAUTIFUL

196' Trinity *Bacarella*





Bacarella is Trinity Yachts' latest and largest yacht. We had a chance to step onboard at the shipyard's Mississippi facility and take a private tour with Trinity Yachts' Vice President William S. Smith III and designer Dickie Bannenberg as they worked on putting the finishing touches on the final chapter of a storied project.

Story **Danielle Viguerie** Photos **Forest Johnson and David Churchill (interior)**

***Bacarella*, Trinity's largest yacht to date,** is an old soul. Although only recently launched, she already has a history. Billy Smith calls her the last of the "Katrina Babies," a nickname that the shipyard gave to the yachts that were under construction when Katrina, a category five hurricane, slammed into New Orleans, crippling the city and shipyard. The yacht was in the very early stages of construction when Trinity Yachts relocated its daily operations to Gulfport, Miss., a move that ended up doubling its capacity.

Bacarella's commissioning owners, a couple from California, patiently waited out the one-year delay; but as soon as the project re-started, they enthusiastically resumed their involvement. They wanted a yacht made in America and trusted Trinity Yachts to build to their high standards. But to achieve the interior look they wanted, the owners were willing to pay a little extra and tapped British designers Bannenberg & Rowell and German yacht interior company Metrica. This combination of talent proved to be very exciting. It was the first time that Bannenberg & Rowell and Trinity Yachts had worked together, bridging American practicality with European style, although it was not the first time that the American builder had teamed with a top European designer—Trinity Yachts collaborated with British designer Evan K. Marshall on *Zoom Zoom Zoom*, *Lady Linda* and *Norwegian Queen*.

All yacht builders hope for clients who will be receptive to their ideas. It was the case here; *Bacarella*'s original owners listened to Trinity Yachts' arguments about charter and resale



Although the main deck features side walkways, the main salon is huge; custom-made furniture and seating areas make the space convivial

AMERICANS USUALLY GO FOR DARK AND TRADITIONAL, BUT THESE CLIENTS WENT FOR A LIGHTER, MORE CONTEMPORARY LOOK

value, agreeing to integrate a few features in their custom yacht that could appeal to other future owners or charter guests. Thus *Bacarella* has an elevator, five guest cabins plus the master stateroom, a wide beam (36'), a steel displacement hull, a tender garage and a helipad. When the owners decided to sell the project midway through the build process, Trinity Yachts did something the builder had never done before: the shipyard bought the contract back from the owners. "We were so excited by this project that we didn't even think twice about buying her back," Smith said. "The bulk of our work is aluminum semi-displacement, but with *Bacarella*, we have a steel displacement hull. We were happy to showcase our steel abilities that we developed for the naval and commercial vessels."

The result is that *Bacarella* is a very versatile yacht, with an ideal balance of indoor and outdoor spaces. There are several areas onboard where all guests can have a meal together, yet the yacht also features many nooks for guests to enjoy privacy. Thanks to her wide beam, *Bacarella* has ample space for crew accesses, allowing them to work without being seen or heard. The yacht accommodates up to 16 crewmembers in comfort. The quality of their accommodations was an important priority for the original owners; the captain's cabin, for instance, has the same fit and finish as the guest cabins. Soon new owners came along, and Bannenberg & Rowell and Metrica were able to resume their work.

"This is one of the longest projects I have worked on. First because of the Katrina delay and



A custom wine cabinets suitable for 250 bottles is one of the focal points in this stunning dining room; the main deck corridor is wide and bright

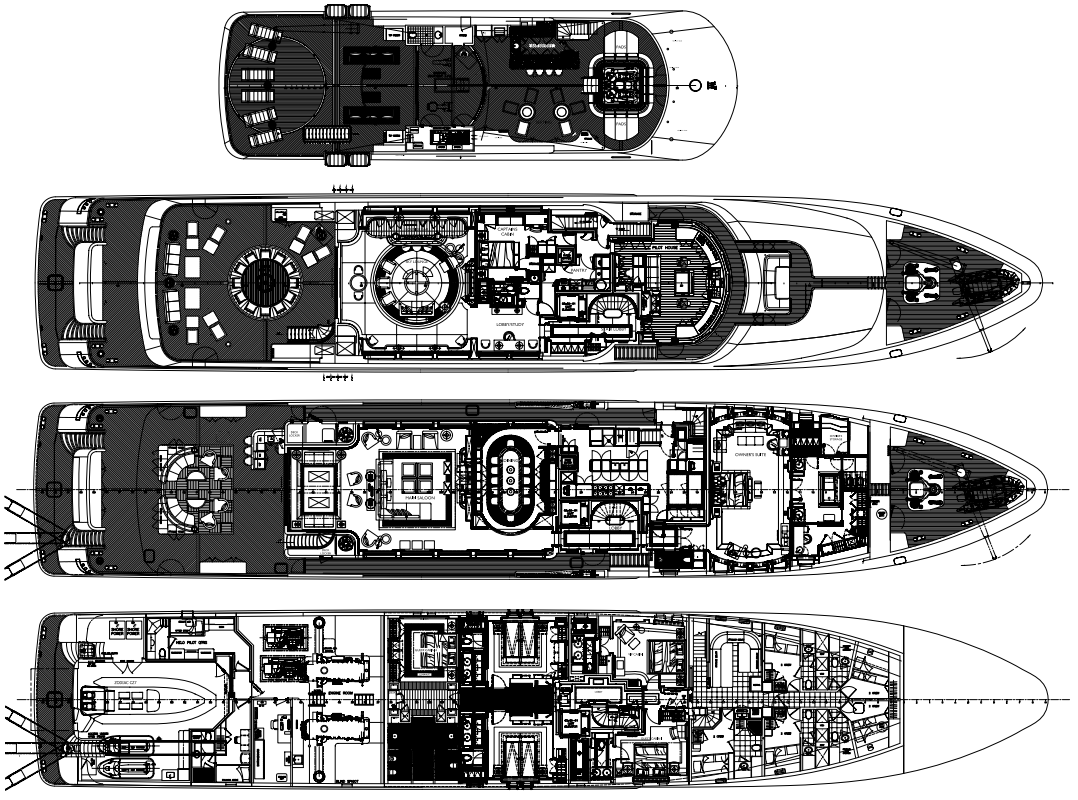






197' Trinity *Bacarella*

LOA: 196'
Molded beam: 34'
Draft: 11'5"
Displacement: 1,041 tons
Fuel: 53,632 Gal.
Water: 6,363 Gal.
Watermaker: FCI Neptune
Engines: 2 x 2,012 hp
Caterpillar 3512 B @1,600 rpm
Gearboxes:
Reintjez WAF 743
Propeller: Michigan
Whell CO 66" NiBrAL
Main generator:
2 x 250 kW Kilo Pak
Auxiliary: 99 kW Kilo Pak
Maximum speed: 17.2 knots
Cruising speed: 13.8 knots
Maximum range:
about 11,386 nm@10 knots
Hull material: steel
Superstructure: Aluminum
Stabilizers: Quantum
QC-1800 Zero speed
Naval architect: Trinity Yachts
Builder: Trinity Yachts



The ondeck master suite is full-beam and full of light thanks to nearly floor-to-ceiling windows

The master bathroom has the look and feel of a spa; the guest rooms and bathrooms are oversized and equally appealing











IT WAS THE FIRST TIME THAT BANNENBERG & ROWELL AND TRINITY YACHTS HAD WORKED TOGETHER, BRIDGING AMERICAN PRACTICALITY WITH EUROPEAN STYLE

An engraved slate map is the focus of the bridge deck lobby; the sundeck is spacious yet convivial

then the change of ownership; in the end it will be just shy of five years. In fact, it was the first project overseen by Simon Rowell after he joined me in 2003," Dickie Bannenberg said. The new owners, on the other end, were attracted by the relative quick delivery time (as *Bacarella* was already quite advanced) as well as the yacht's Pacific range, made possible in part by a fuel capacity of 53,632 Gal. Further enhancing the yacht's capacity for extended cruising, the tank deck is equipped with immense freezer space: 126 square feet of storage freezers and 86 square feet of garbage freezers.

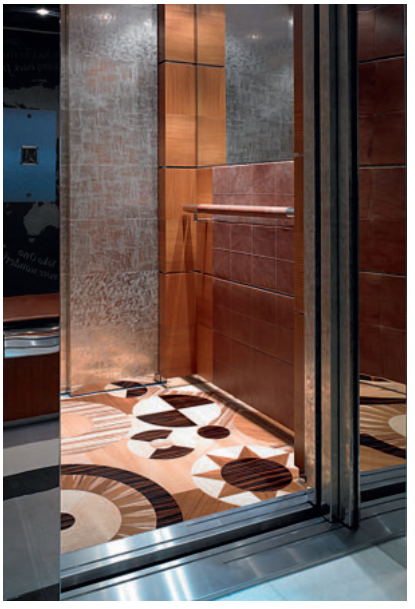
Bacarella is also rather speedy for her size; her maximum speed is about 17 knots thanks to twin Caterpillar 3512B diesel engines of 2,012hp each. The engines are the centerpieces of a massive two-level engine room. *Bacarella*'s engine room boasts an upper level equipped with a soundproof and air-conditioned control room and two generators as well as catwalks around the perimeters of the engines, located on the lower level. A 24' tender is housed in the yacht's spacious garage. Still these amazing technical spaces take a back seat to *Bacarella*'s stunning interior.

Bannenberg had just flown from London to finish *Bacarella*'s interiors when we got onboard. As he unwrapped pieces, he was re-discovering furniture that he had ordered years before. He explained the "smart-but-easy-going" feel he and the owners sought to achieve using soft textures and a chic décor. As he spoke and worked, the "boutique hotel" atmosphere that he was describing began to reveal itself. "Americans usually go for dark and traditional, but these clients went for a lighter, more contemporary look," he said. Bannenberg chose a slightly tinted and strongly grained Elm to achieve the calm and "laid-back Malibu tone" the owners so desired. "The volume is amazing," he said. "This beam was great for planning and the space in the salon just swallows the furniture...We wanted this salon to be used heavily, so we made it very inviting with a lot of seating." He unwrapped the coffee table custom designed by the Bannenberg & Rowell studio to snugly accommodate four stools under its glass top.

Beautifully curved doors open to reveal a formal dining room, located just forward of the salon. The oval table, mirroring the shape of the room, seats 12. A wine cabinet, in matching Elm, holds 250 bottles. Trendy Italian custom furniture maker Promemoria, created the dining room's fine leather chairs—just another detail that speaks volumes for the quality of finishes onboard *Bacarella*.

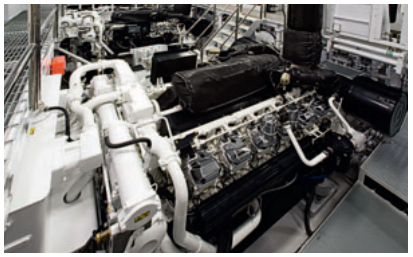
Forward is the master stateroom. Four oval windows on each side bring in natural light that underlines a soothing palette of off-whites and light browns. The use of privacy glass from Priva-Lite in the elegant ensuite bathroom, fitted with brushed platinum fittings, maintains a balance of airiness and privacy. As Bannenberg shut the bathroom door, he smiled. "It sounds just like you are closing the door of a Mercedes," he said, praising the exacting work the Metrica craftsmen produce. On the way down to the lower deck, he pointed out the discreet LED lights infusing the entire yacht with soft glow. The very spacious five guest staterooms are all fitted out in the same colors and textures used in the master. Stand-alone furniture pieces help to create a home atmosphere. Wide corridors, ample spaces and spacious and beautiful lobbies make it comfortable to move around.

The bridge deck's stone lobby, for instance, features an elevator with a hammered silver finish. Right across the entrance is a unique map carved in stone. Richard Kindersley, a well-known British stone carver and calligrapher who has completed commissions for



Bannenberg & Rowell built the custom table at the heart of the skylounge; even the elevator features attractive custom stone work





It's hard to capture the true size of the two-level engine room; the bridge features screens that pivot for optimal views

Westminster Abbey, created it especially for *Bacarella*. It features quotes from famous people talking about the sea. One by Yoko Ono reads: "Every drop in the ocean counts".

From the lobby moving aft, we enter the owner's office before crossing into the sky lounge. A sunken bar accommodates comfortable stools facing the sea through large port side windows. A circular pattern in the center of the carpet draws attention to the rest of the room, a convivial area that is ideal for a relaxing cocktail before an "al fresco" dinner. The aft deck dining table seats 10 and, in daytime, benefits from the shade of the upper deck. The rest of this deck is dedicated to the pilothouse and a great captain's cabin. The custom bridge features a masculine décor, great visibility and a unique dashboard with independent monitors that can swivel to offer optimum views.

The sundeck features a fully enclosed gym located beneath the radar arch, which replaced an additional dining area, originally planned for this area. Other amenities include an infinity pool, barbeque and bar and a helipad. The first owners prioritized exterior spaces, and the decks are clutter free.

Despite delays, Trinity and Bannenberg recall fondly this experience. "There were a record amount of emails sent and a lot of converting between metric and imperial, but it all got done," Bannenberg said, "and with a beautiful result."

Bacarella is Trinity's second yacht to be launched using the shipyard's new Synchrolift. With a capacity of 3,700 tons, it is the largest lift made exclusively for yachts. It will prove useful, as Trinity's largest yacht to date is currently underway, a 273' yacht (74m) with interiors by Evan K. Marshall. Thus the American shipyard's work with European designers continues to flourish, a good thing since seven of their latest 10 contracts came from clients from outside of the United States, a complete turnaround from four years ago. ●

FOR MORE INFORMATION, VISIT TRINITYYACHTS.COM



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BACARELLA IS A VERY VERSATILE YACHT, WITH AN IDEAL BALANCE OF INDOOR AND OUTDOOR SPACES



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New Designs

USING POWERS FOR GOOD



The following projects in one way or another address the prickly question of how to reconcile the love of a comfortable power yacht with regard for the surrounding sea. As Luca Bassani Antivari states so well, the only truly "green" vessel is a sailboat, but a majority of yacht owners prefer the ease and convenience of motoryachts. All these projects attempt in various ways to reunite the two.

Triton *1000*

CERTIFICATION: ABS+A1 MANNED SUBMERSIBLE
OPERATING DEPTH: 1000' (305M)
PASSENGERS: 2
LENGTH: 10'5" (3.2M)
BEAM: 8'7" (2.65M)
HEIGHT: 6'1" (1.85M)
WEIGHT IN AIR: 6,600 LBS. (3,000 KG)
SPEED: 3 KNOTS
MAIN THRUSTERS: 2 X 2 KW
SUBMERGED ENDURANCE: 6 HOURS
EXTERNAL LIGHTS: 4 QUARTZ HALOGEN
CONTROL: PLC BASED CONTROL WITH TOUCH SCREEN INTERFACE
BUILDER: TRITON SUBMARINES
DESIGNER: U.S. SUBMARINES

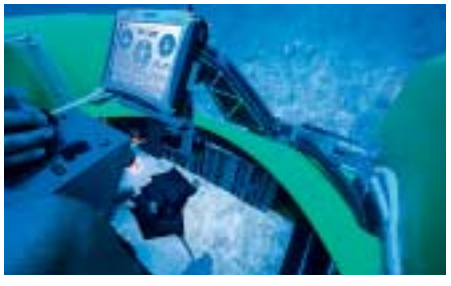
Ducanes runs and maintains the submersible himself, with a little help from the crew. "From my standpoint it's an extremely well-built submersible. I trust it explicitly. I've done numerous 1,000-foot dives and there hasn't been a time when I've been nervous or concerned that the equipment wasn't going to work properly." Yacht builder Trinity extended *Mine Games*' stern swim platform and installed a reinforced three-ton crane in the transom. The location proved perfect for sub operations, since roll on the stern is minimal and the sub can be lifted and launched in four-foot seas.

ABS certification requires many of the safety features the Triton carries. They include a variable ballast tank, which the Triton uses to achieve neutral buoyancy and which can be filled with air for an emergency ascent. Another safety feature is a drop keel, which equals in weight one of the two cylindrical electric pods below the catamaran arms; if a pod fills with water or loses buoyancy, the keel can be dropped to lift the sub or re-acquire neutrality. There is oxygen enough for two people for up to 96 hours (ABS requires only 72 hours). A set of scuba-like mouthpieces are available inside should the sub fill with smoke, and rebreathers are available for an extended stay in a smoke-filled environment.

On a recent weekend Jones rented the 220' shadow vessel *Allure*, built by Fort Lauderdale-based Shadow Marine, which became a perfect platform for the demonstration rides off the

Now you see it; now you don't; the submarine sinks at a rate of 60' per minute





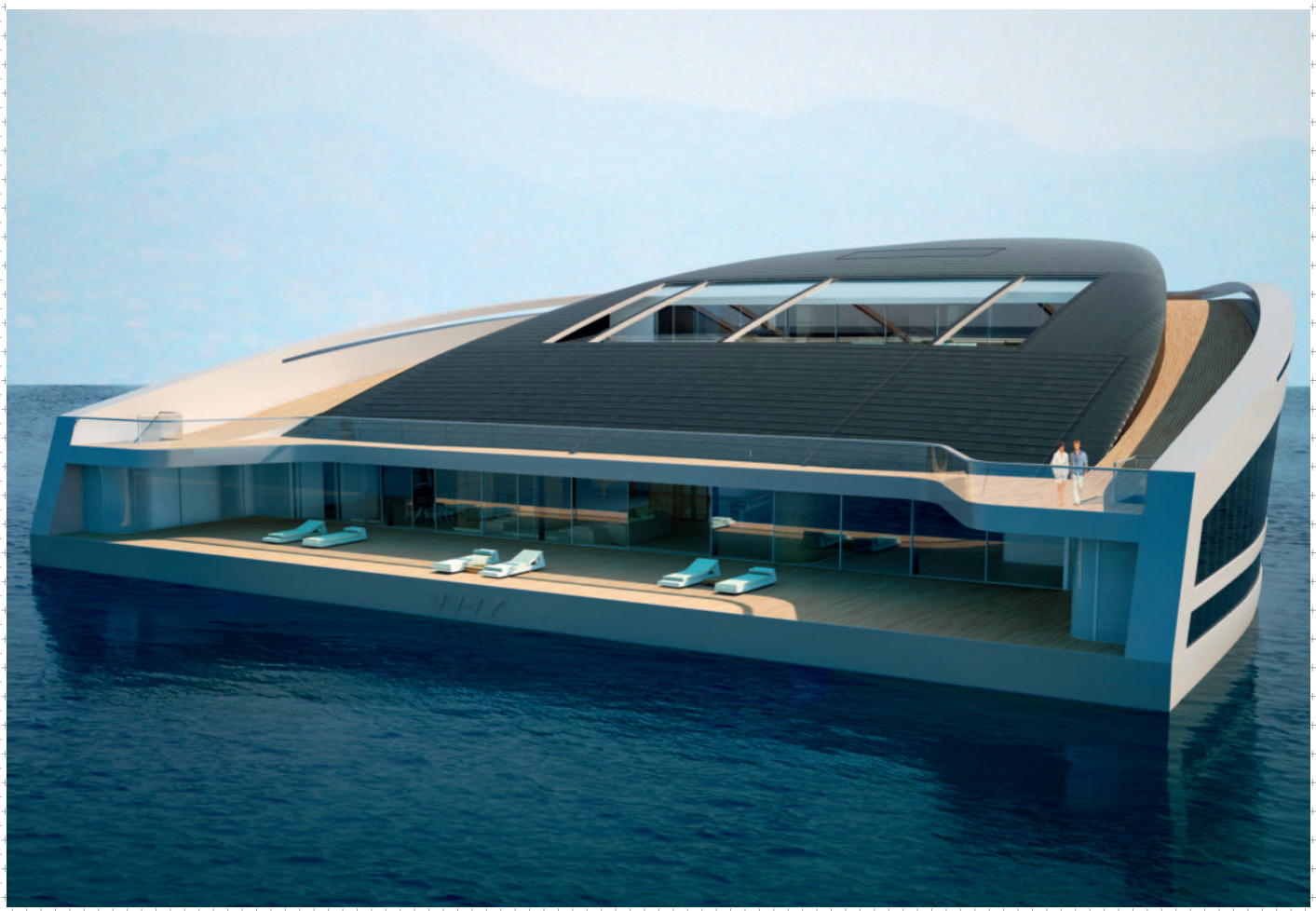
FROM MY STANDPOINT IT'S AN EXTREMELY WELL-BUILT SUBMERSIBLE. I TRUST IT EXPLICITLY.

WHY
Hermes Wally

For more information, visit WHY-YACHTS.COM



No one can accuse Wally of merely following trends; the company has already shown it is quite capable of pushing the envelope with such notable yachts as the 118 Wallypower performance yacht. WHY (which stands for Wally Hermès Yachts) has nothing to do with speed. If Wally and its partner in this venture, French fashion house Hermès, have given in to a trend with this project, it's the pursuit of a more environmentally friendly floating palace. WHY is based on a platform that is 190' by nearly 125' at its widest, quite an unusual sight in the yachting world. The design, we're told, draws inspiration from the Norwegian Ramform hull, an apparent delta-shape design used in specialized vessels, including seismic survey vessels catering to the offshore oil industry, which was attracted to the hull's stealth qualities and its stability at the stern. Another application that is of interest to the leisure industry is that the enormous surface can accommodate large habitable volumes and terraces, including helipads, and huge expanses of photovoltaic panels (with a nearly 9,700 sq.-foot area) to capture the sun's energy. Combined with heat recycling systems and efficient insulation, WHY endeavors to make efficient use of energy to power its diesel-electric propulsion and hotel load. "If you want to go totally ecological, the only solution is sailing. The reality is that today, 90 percent of the market is powerboats," Luca Bassani Antivari said. Short of that goal, WHY seeks to reduce fuel consumption by up to 200 tons of diesel per year. A full-size mockup has been built (see previous page) and tank testing is underway in Sweden.





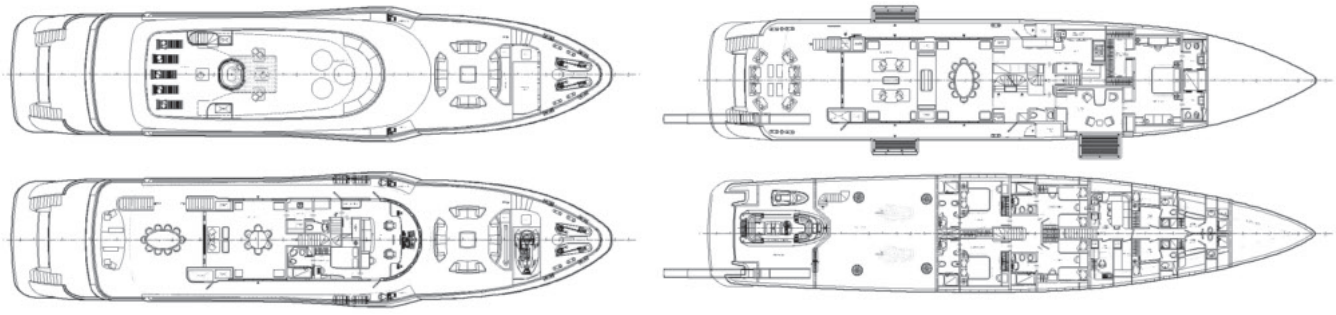
Rina Green Star

Kingship's Green Voyager

For more information visit kingship.com and axisgroupyachtdesign.com



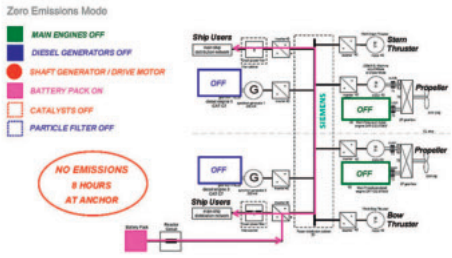




The Green Voyager is Hong Kong-based Kingship's answer to the growing concerns about the environment. Kingship's founder Roger Liang, concerned with the diminishing views across Hong Kong's scenic Kowloon Bay, and the yacht's owner, seeking a low-impact luxury motoryacht to cruise the world's oceans, had a meeting of the minds. To carry out the resulting project, Kingship turned to Italian design firm Axis, whose team has designed a seductive yacht with a modern feel and, in the yacht's nearly vertical bow, a touch of retro. Not just a matter of style, the plumb bow is said to be efficient as well. Kingship seeks to exceed most current standards and will be producing the first yacht smaller than 164' to qualify for RINA's Green Star Plus notation. Siemens supplies part of the technology. Equipped with the Siemens Ecoprop system, the Green Voyager, a long-range cruiser with a 3,500nm-range, operates in conventional (twin Caterpillars C32s), semi-hybrid and full-hybrid modes (for use in protected anchorages). The yacht uses eco-friendly materials (bamboo for instance), heat-reflecting glass, high-efficiency insulation, heat recovery systems and ultra-efficient props to reduce power demand. In addition large windows and opening balconies allow passengers to enjoy nature's ventilation system whenever possible. A Seakeeper ocean monitor unit can be installed in each hull. A full- beam owners' stateroom with balconies and four lower-deck cabins accommodate guests in style. The layout emphasizes contact with the ocean.

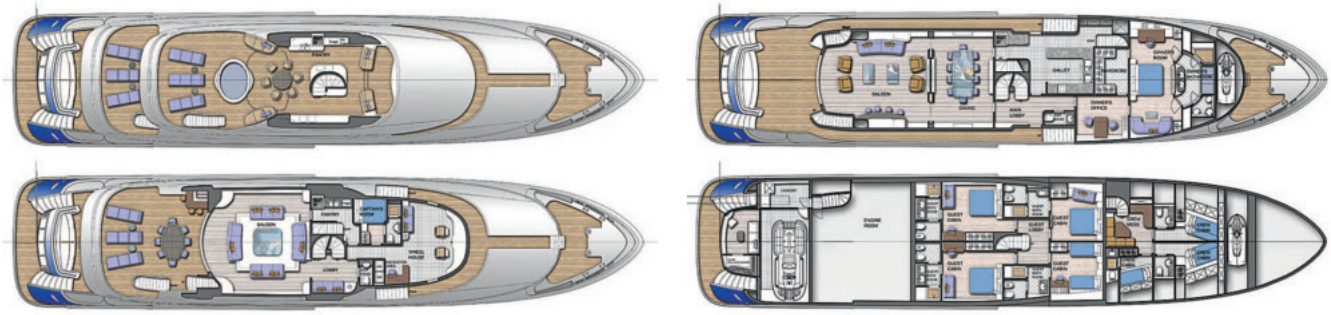
ISA 390 Zero
Hybrid solution

For more information,
contact isayachts.com





This is another design tapping into owners' desires to own more efficient and eco-friendly motoryachts. Here, the Ancona-based ISA shipyard has partnered with Siemens, a leading supplier of advanced diesel electric propulsion systems and Marquip, the Dutch manufacturer of quiet and clean exhaust systems. The compact engine room includes all systems necessary for several types of propulsion, ranging from traditional diesel power to zero-emission modes, giving the 127' yacht a range of speeds from six knots (using batteries) to 14.5 knots, using conventional twin diesel engines (Caterpillar C32s). Banks of lithium iron magnesium phosphate battery packs, which, according to Texas-based manufacturer Valence, are lighter, recharge faster and keep the charge longer than lead acid batteries, provide enough electric power to keep the steel-hulled yacht running for up to three hours. In all but the zero-emission mode, where no exhaust is present, particle filters and the catalyst system help remove a great deal of pollution, including most carbon monoxide (up to 80 percent in conventional mode and 95 percent in low-emission mode). The yacht features elegant and clean exterior lines that have become a signature of ISA. The design is the work of Rome-based designer and naval architect Andrea Vallicelli. An attractive layout gives owners the choice of four or five cabins and a beach room, mere steps away from the swim platform, accessible through glass transom doors. ISA's research and development unit is now investigating the possibility of offering this same hybrid system on its ISA500.



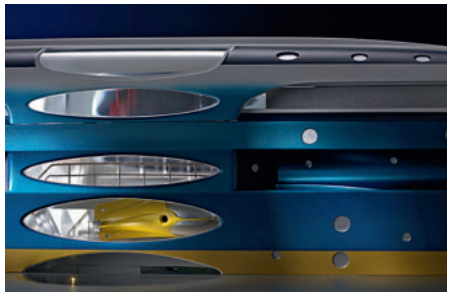




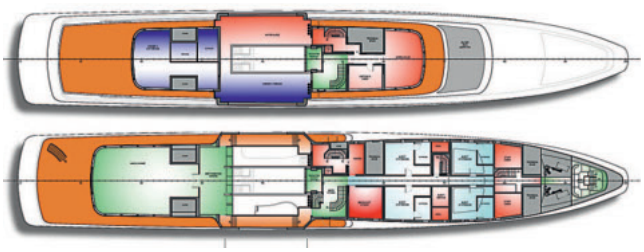


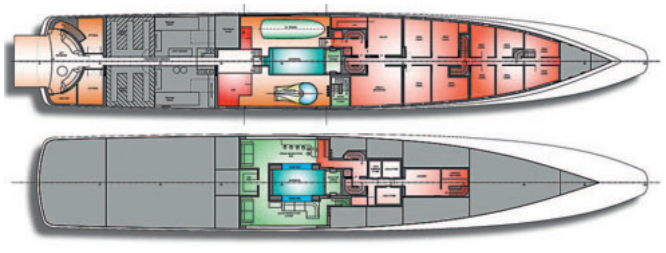
Feadship Aeon
Forward thinking

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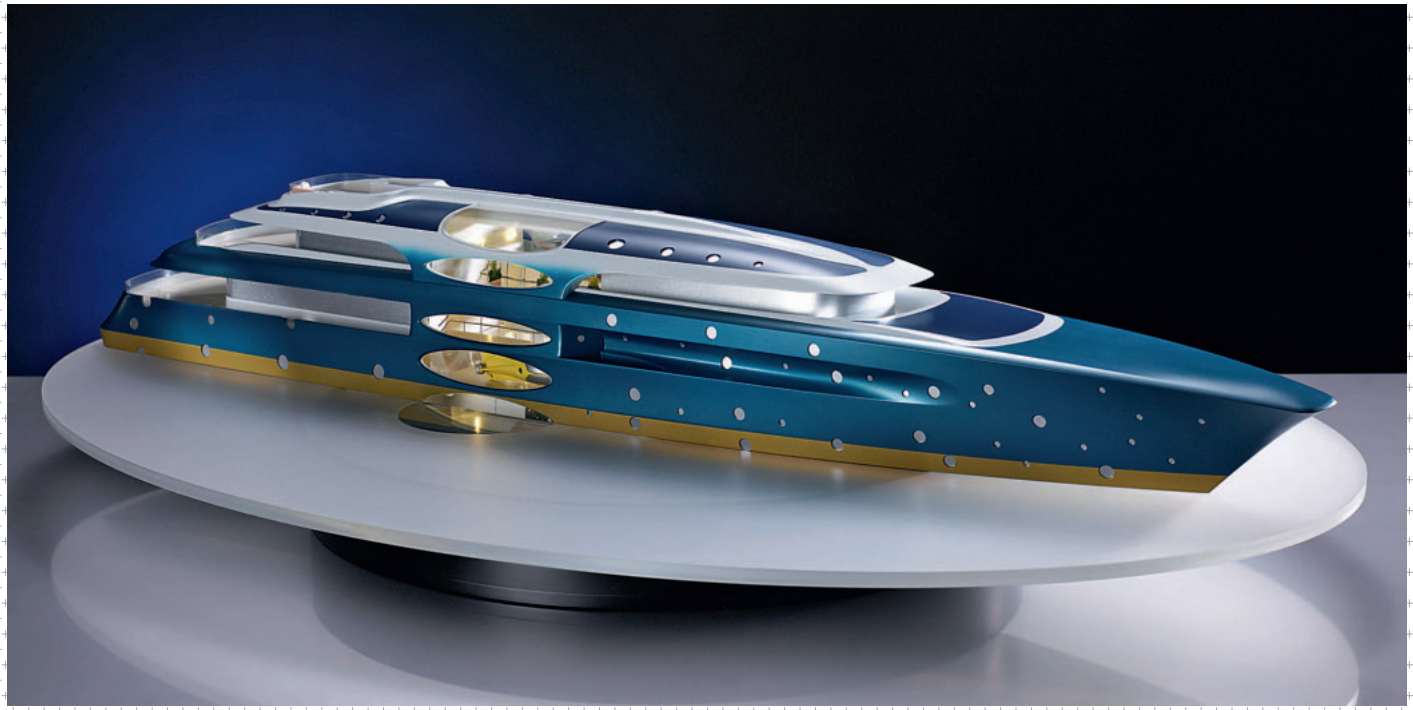


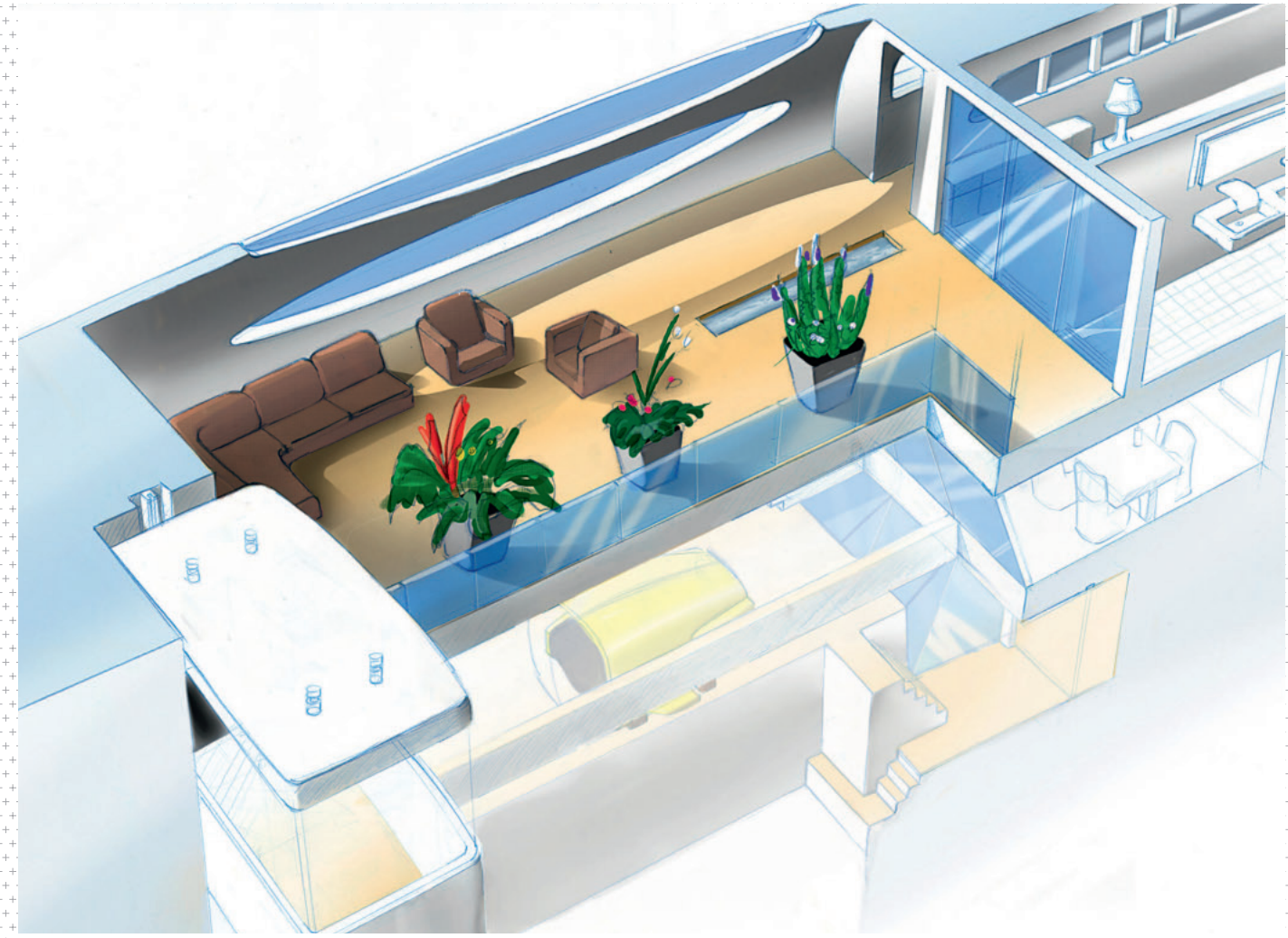


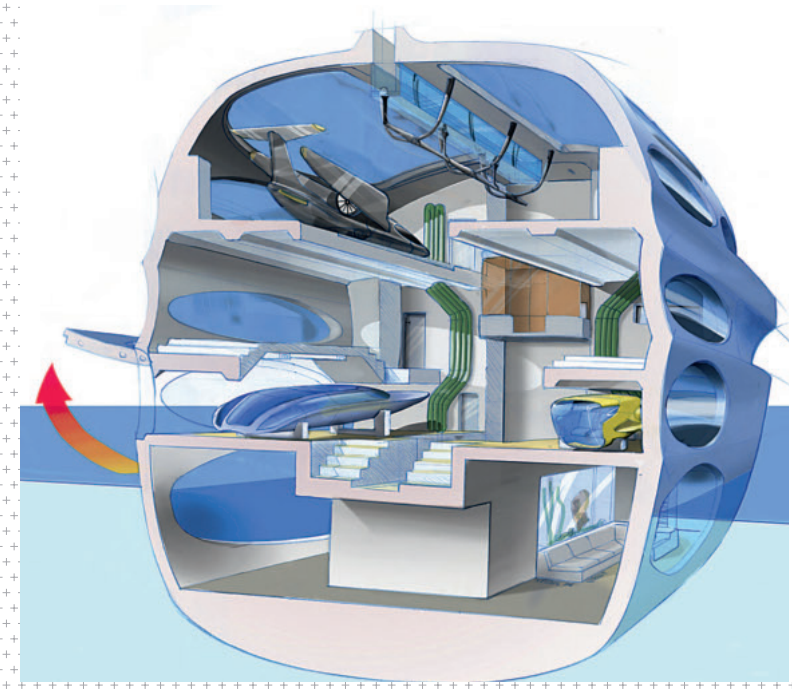


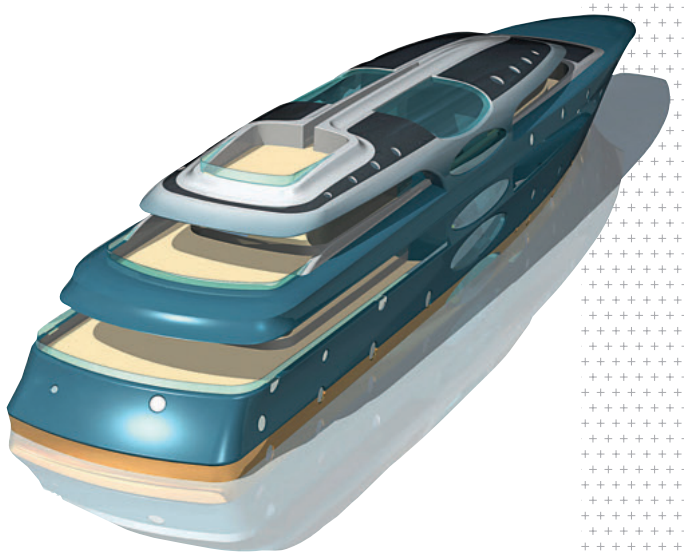


It has become a bit of a tradition for Feadship to open the fall show season with an eye-popping new project. But make no mistake about it, these daring initiatives, including the latest, shark whale-inspired *Aeon*, are not mere flights of fancy by De Voogt naval architects; they are fully developed designs, although perhaps not to the point of pricing. With the *Aeon* project Feadship has tried to anticipate what yacht owners would want by 2020, and the answer emerged in the form of an eco-sensitive yacht. *Aeon* is chock-full of ideas, many of which can be adapted right now to existing or soon-to-launch yachts. Designed to glide the ocean waters with minimum impact, its large exterior surfaces are designed to blend into the marine environment and capture solar energy, one of *Aeon*'s main power sources. Another power source is biodiesel, produced from natural gas, biomass or algae, which is converted into hydrogen for the yacht's fuel cells. No energy source goes untapped. Sewage is converted back to energy (using algae in an onboard bioreactor) and the generated heat, processed through an expander, theoretically produces enough electricity to take care of the hotel load, the propulsion or to serve as a complement to achieve higher speeds. The reformer and fuel cell in tandem produce a top speed of 18 knots, but with additional battery power, *Aeon* is designed to reach 25 knots. The design also maximizes exposure to the ocean with a fabulous observatory, in the form of a glass tower complete with glass elevator reaching from top deck to below the water line. In addition, a sort of moon pool allows deploying craft and divers from beneath the hull.







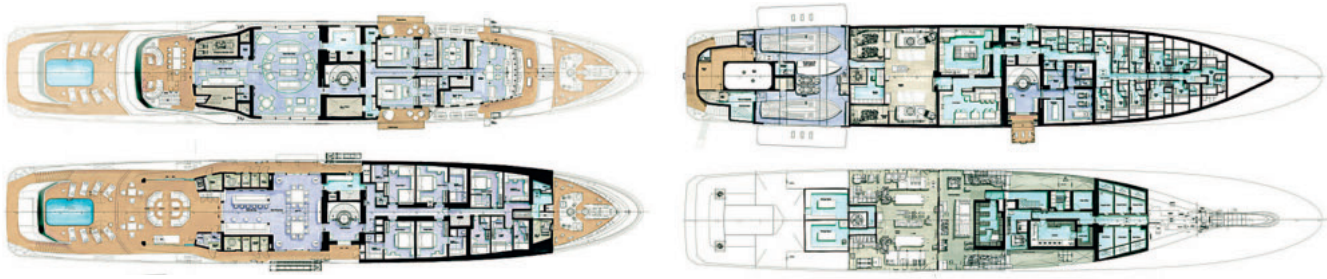


Oceanco Y-708
Owner's driven

For more information, visit Oceancoyacht.com

LOA: 280'8" (85.6m)
Beam: 46'6" (14.2m)
Draft: 13'1" (4m)
Hull material: steel
Superstructure: aluminum
Engines: 2 x 4,828 bhp MTU 20V 4000 M73L
Generators: 2 x MTU 8V2000 M50A diesel generators (332kW) + 1 x MTU 12V2000 M50A diesel generator (498kW)
Speed (max.): about 20 knots
Range @ 14 knots: about 6,900 nm
Fuel capacity: 73,968 Gal.
Gross tonnage: about 2,600 GT
Stabilizers: zero-speed Rolls Royce stabilizers
Builder: Oceanco
Naval architect: Oceanco / Azure
Exterior Designer Igor Lobanov
Classification: Lloyds Register

At first glance this yacht constitutes a more conventional interpretation of an environmentally friendly design, but it carries a Lloyds Register Environmental Protection notation (mandating among other things, waste and water treatment), the first Oceanco yacht that will receive this notation. A dedicated Oceanco's R&D team is studying emerging technologies, but the shipyard already integrates solutions designed to maximize fuel efficiency and control energy waste. On Y-708, an oversized genset can operate the yacht, helping maximize fuel efficiency when guests are not onboard. Y-708 is based on Oceanco's proven platform, which has been perfected since Y-701 with input from captains and owners. Innovations on Y-708 include dedicated mooring stations (with the crew boarding portside and a dedicated guest boarding area on the starboard side). The yacht's refreshing style is signed by Igor Lobanov, a young Russian designer who two years ago splashed onto the yacht stage with two projects displayed at the Blohm & Voss and Lürssen displays in Monaco. Both were elegant. The more innovative of the two, called *White Knight*, featured flowing, almost sculptural lines. Lobanov has applied his sensibility and sculptural style to this 280' yacht. Airy and light, the design features a succession of four decks like steps gradually rising







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from an expansive aft deck, itself fitted with a large pool. The sprawling aft deck and 12'x 21' pool, which doubles as a helipad, are reprised from a design and technique Oceanco perfected for the award-winning *Alfa Nero*, styled by Nuvolari & Lenard. With playful elements like a sushi bar in the entrance foyer aft of the main deck, cigar bar and garage full of toys, Y-708 features luxurious and flexible accommodations. Oceanco often creates adaptable spaces (a formal salon can turn into lively nightclub for instance thanks to innovative solutions such as receding furniture and lights). In Y-708's main salon, three tables descend from the ceiling. The owners have at their disposal a complete deck and, as their huge suite is located on the upper deck, direct access to the sundeck, fitted with a Jacuzzi. A suggested layout locates the master stateroom aft, with the king-size bed facing a sweep of glass doors opening onto the aft deck, but alternatively the master stateroom can be located forward. A spa is located on the lower deck, and the transom area opens into a beach club. ●



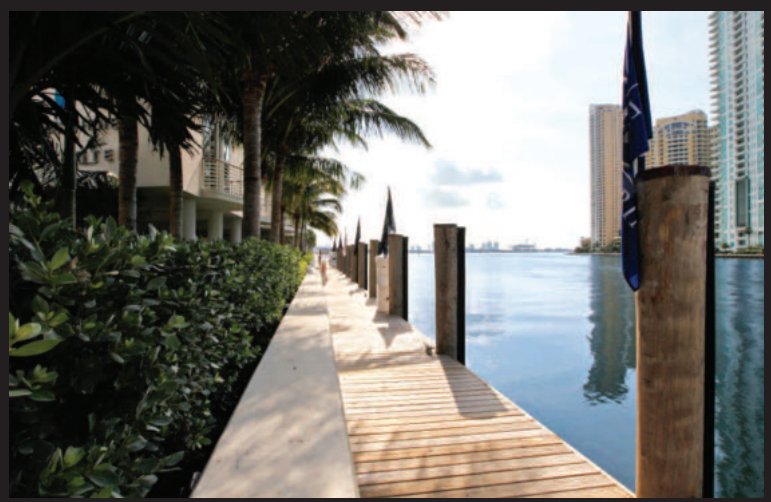
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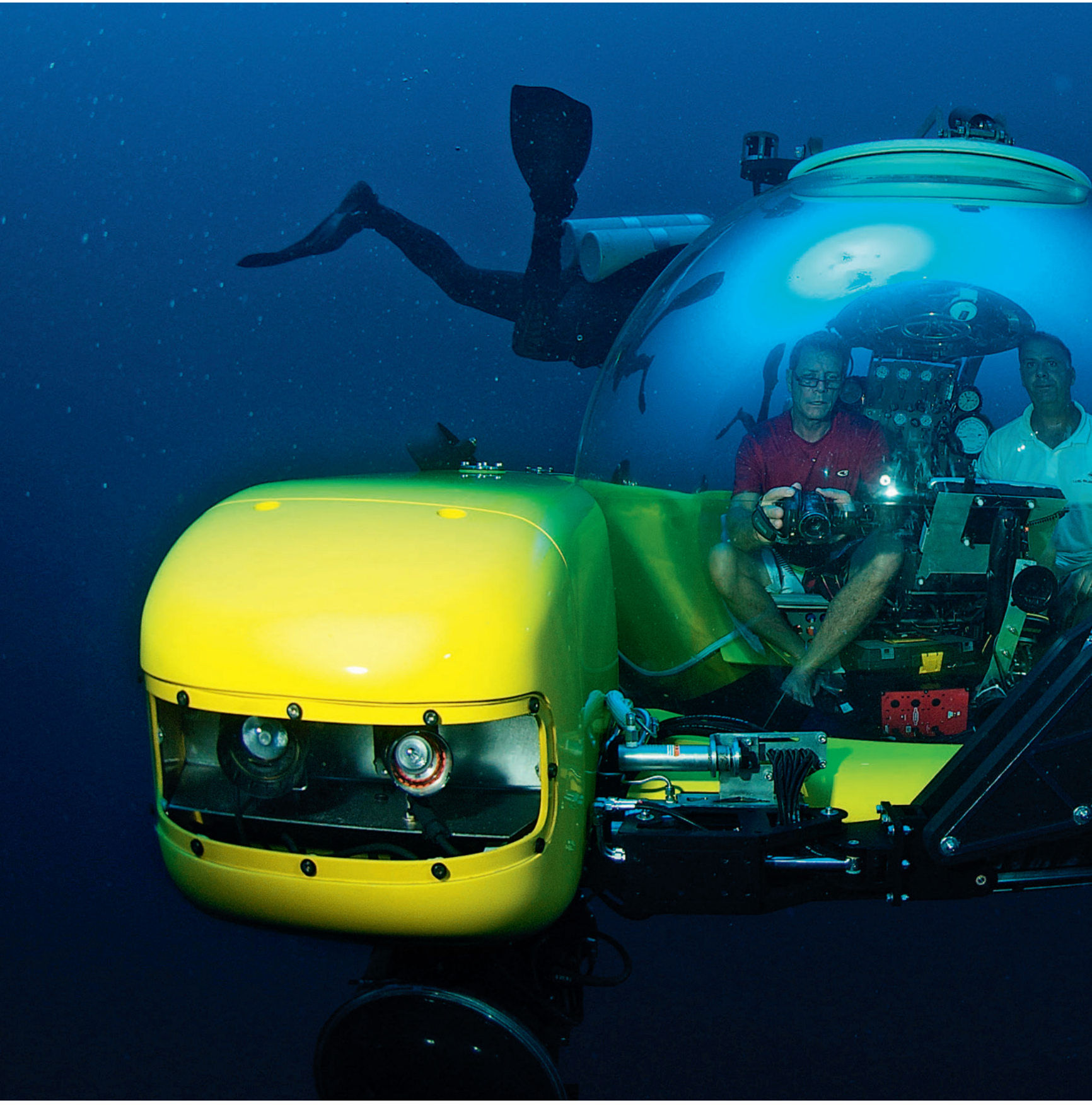


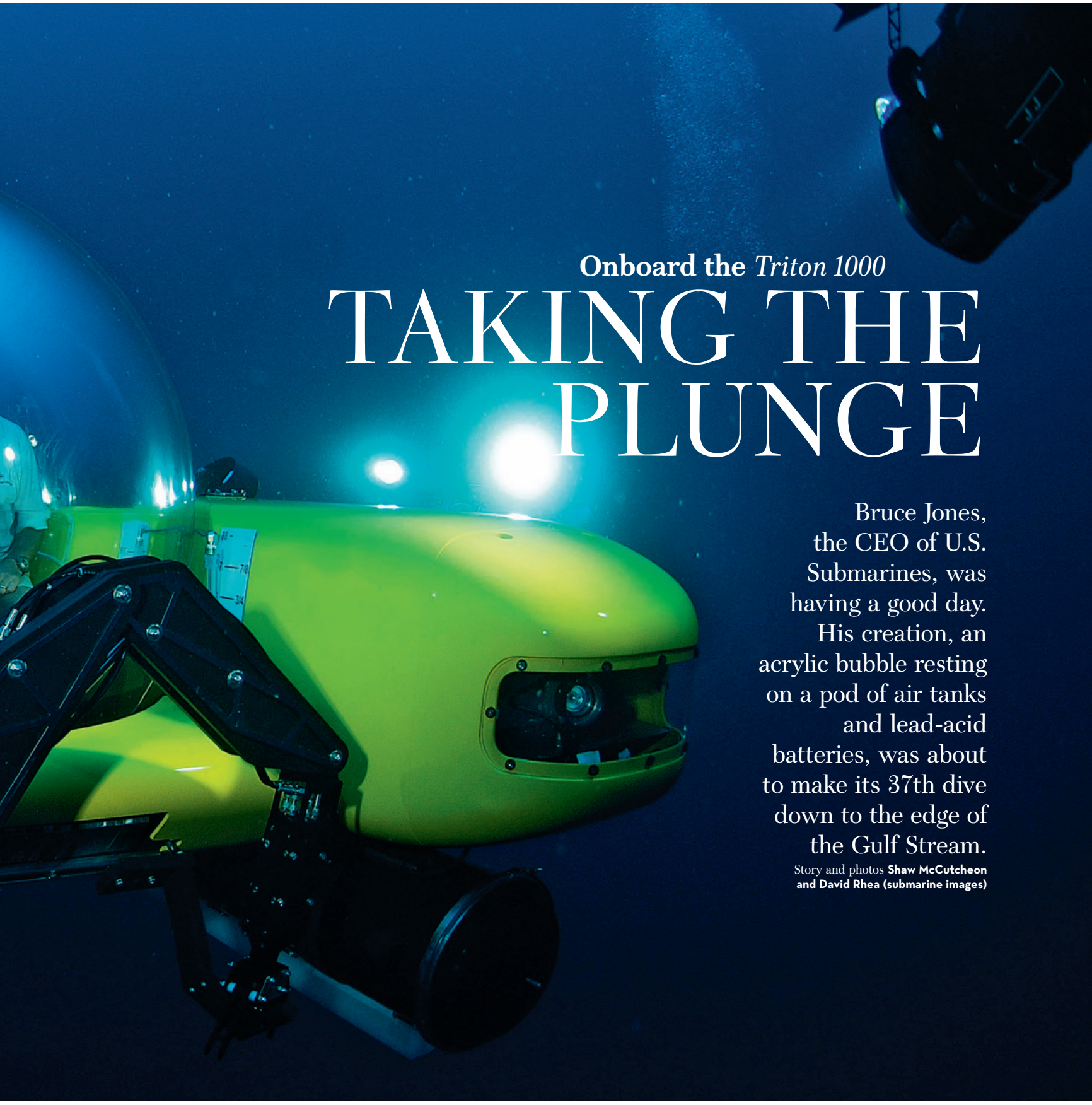
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Onboard the *Triton 1000*

TAKING THE PLUNGE

Bruce Jones, the CEO of U.S. Submarines, was having a good day. His creation, an acrylic bubble resting on a pod of air tanks and lead-acid batteries, was about to make its 37th dive down to the edge of the Gulf Stream.

Story and photos **Shaw McCutcheon and David Rhea (submarine images)**



A tender from Shadow Marine picks up a passenger after a dive in Bimini

Prospective buyers who had flown to Bimini for demonstration rides were coming back to the surface enthused with the tiny yellow submarine. A government scientist marveled at how he could remain motionless a foot away from a reef wall 300 feet down and a yacht owner representative rejoiced he didn't need specially designed cranes to lift the submersible on deck. Until recently, submersibles have not had much success with the yachting set. Most are too big and heavy to carry on deck. Often, because the entrance is underneath or too near the water to safely get in or out, submarines require man-rated cranes to lift sub and passengers into the water. They also demand considerable expertise and manpower to run and maintain. Of several builders who make small submersibles, two, Seamagine and U-boat Worx, have models meant for yacht use. U.S. Submarines also developed the smaller, lighter and easy-to-operate two-man Triton sub we tested in Bimini; it can nicely fit on vessels as small as 100'. The specifications tell part of the story: only 10'6" long, 8'7" wide and only just over 6' high, the sub is smaller than many tenders. The smallest model—the Triton 1000 pictured here—can dive to 1,000 feet carrying two passengers inside a 3 ❍-inch thick acrylic sphere; cruise at three knots and achieve neutral buoyancy, which allows complete control just inches away from undersea objects. The Triton is also one of only two subs in its size range classed by ABS (the other is built by Seamagine). The company also builds a three-man vessel and another model, featuring a six-inch-thick acrylic sphere, dives to depths of 3,300 feet. Accessories such as a robot arm were of particular interest to the scientists who were in Bimini that day. The Triton allows changing crew and passengers in the water thanks to a hatch at the top of the globe. The catamaran-style pod, containing air, batteries and systems, proves relatively stable when passengers climb aboard. This easy in-water access is one of the reasons the owners and crew of the 164' Trinity motoryacht *Mine Games* chose the Triton as their carry-on-board sub. "My changeover from guest to guest is 30 seconds," says Captain JD Ducanes, adding he made 13 dives in one day once. "Everybody wants to go, and when you have kids they want to go multiple times."

Triton *1000*

Certification: ABS+A1 Manned Submersible
Operating Depth: 1000' (305m)
Passengers: 2
Length: 9'8" (3m)
Beam: 9'8" (3m)
Pressure hull diameter: 4'8" (1.45m)
Height overall: 6'3" (1.90m)
Draft: 2'10" (0.90m)
Weight in air: 7,275 Lb. (3,300 kg)
Maximum surface speed: 2 knots
Cruising surface speed: about 2 knots
Max. submerged speed: About 2.5 knots
Main Electric Motors: 2 x 2 kW Vertical/Transverse Thruster 2 x 1 kW
Submerged endurance: 6 hours @ 2 knots
Submerged Range: 12 nm @ 2 knots
300 meter, analog and digital

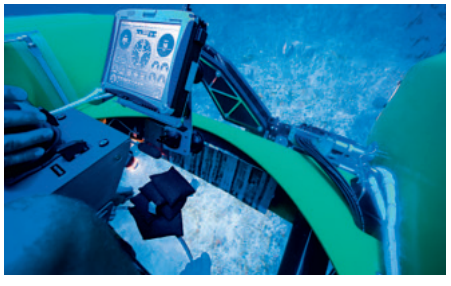
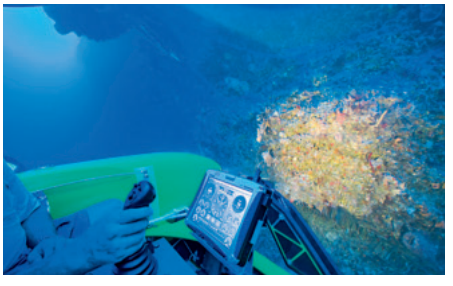
Ducanes runs and maintains the submersible himself, with a little help from the crew. "From my standpoint it's an extremely well-built submersible. I trust it explicitly. I've done numerous 1,000-foot dives and there hasn't been a time when I've been nervous or concerned that the equipment wasn't going to work properly." Yacht builder Trinity extended *Mine Games*' stern swim platform and installed a reinforced three-ton crane in the transom. The location proved perfect for sub operations, since roll on the stern is minimal and the sub can be lifted and launched in four-foot seas.

ABS certification requires many of the safety features the Triton carries. They include a variable ballast tank, which the Triton uses to achieve neutral buoyancy and which can be filled with air for an emergency ascent. Another safety feature is a drop keel, which equals in weight one of the two cylindrical electric pods below the catamaran arms; if a pod fills with water or loses buoyancy, the keel can be dropped to lift the sub or re-acquire neutrality. There is oxygen enough for two people for up to 96 hours (ABS requires only 72 hours). A set of scuba-like mouthpieces are available inside should the sub fill with smoke, and rebreathers are available for an extended stay in a smoke-filled environment.

On a recent weekend Jones rented the 220' shadow vessel *Allure*, built by Fort Lauderdale-based Shadow Marine, which became a perfect platform for the demonstration rides off the

Now you see it; now you don't; the submarine sinks at a rate of 60' per minute




FROM MY STANDPOINT IT'S AN EXTREMELY WELL-BUILT SUBMERSIBLE. I TRUST IT EXPLICITLY.

island of Bimini. During four calm, sunny days the sub bobbed up and down carrying guests more than 40 times. Only one small hitch required an O-ring to be replaced.

My turn came on the last day and I climbed into the bubble with expert pilot Patrick Lahey, U.S. Sub's vice-president. The hot Bahamian sun quickly overwhelmed the small air conditioner inside the bubble with the acrylic sphere acting like a heat lens. As quickly as we could, we began our descent to cooler temperatures and a wall 300 feet below.

The Triton's most remarkable feature is unparalleled visibility. A backup panel of dials has been placed behind the seats, and the only visible electronic equipment is a small portable laptop containing the main panel located between the seats. A joystick behind the laptop allows directional control. Without instruments, restrictive supports or visible systems inside the sphere, the unobstructed view is wider than the passenger's field of vision, much better than the goggle-eyes of a scuba diver. It is an eerie sensation, akin to being a fish in the water, yet still removed from the submarine world.

Sinking down at a rate of 60' per minute, there is nothing to indicate motion, except an occasional fish seemingly swimming up to the surface. Lahey gave a safety briefing. He showed where the regulators were in the event of smoke and a couple of knobs to fill the ballast tanks should the pilot suffer a sudden heart attack. Every so often Lahey reported his status to the *Allure* and within three minutes the main ocean floor came into view. But we went beyond, descending along the side of the wall and slowly inched our way under an overhang. The acrylic sphere magnified what was outside, making it seem like we were much closer to wall than we really were. Finally only inches away we stopped and turned on the headlight. In the circle of light, bright colors replaced the blue surrounding, revealing the marine underworld. A clea-

Trinity Yachts Mine Games is the first charter yacht to put a submarine at guests disposal



©Jim Raycroft

IN THE CIRCLE OF LIGHT, BRIGHT COLORS REPLACED THE BLUE SURROUNDING, REVEALING THE MARINE UNDERWORLD

ner shrimp stuck its head out of a hole and tiny reef fish darted among wire corals and gorgonia. For the next few minutes we inched along the wall, then descended down another 100 feet to a ledge that dropped off into the depths. The sub had cooled a bit and remained near 300' for another few minutes until it was time to resurface to pick up the next passenger.

Capt. Ducanes says the sub has helped *Mine Games* get charters, and he typically reserves a full day during a week's charter for dive operations. To others considering such an installation, he advises to plan ahead. A very important consideration is to make accommodations to store support equipment such as battery chargers, air compressors, and specialized spare parts for virtually every part of the sub. "You're not going to be able to just call in and get certain parts." He also recommended a stern platform for the 6,600-lb submarine, for easy lifting with a crane.

Recently, Ducanes did a shallow dive off the south side of New Providence Island in the Bahamas, running into a sunken ship, a gorgeous sea garden and a steep wall, all the major elements one looks for in a typical dive. If you're a yacht owner interested in adding a new element to your yachting experience, the suggest list price of the Triton is $1.97 million. ●

At the Fort Lauderdale International Boat Show, the Triton onboard *Mine Games* was a showstopper

For detailed specifications, visit ussubs.com. Additional information is available from Brownie's Yacht Diver, contact: + 1 954 462 5570 or email info@browniesmarinegroup.com



©Jim Raycroft

FLIBS at 50

THE 2009 EDITION IS BIG AND MAYBE BETTER



©Forest Johnson

The 2009 Fort Lauderdale International Boat Show opened under favorable auspices. On the same Thursday in October when the first visitors streamed through the gates of the Bahia Mar Yachting Center in Fort Lauderdale, the news went out that the recession in the U.S. was over. With the GDP finally showing some growth, it was good enough for the media to spread the word that the unpleasantries of the past two years were behind us. FLIBS' organizers that same morning reported that there were early positive indicators, including a 20-percent increase in online ticket sales over the previous year in the megayacht segment. FLIBS 2009 boasted more than 100 yachts 150' and larger, an all-time record. Visitors to the 50th FLIBS were treated to such rare treats as a brand-new 197' superyacht by German builder Abeking & Rasmussen, and a new Feadship, a 214-footer dubbed the queen of the show and featured in these pages. American builders, made a great showing with spectacular vessels (two of which also are featured in this issue), likely to appeal to the international market as well as to American yacht owners. While acknowledging that their expectations were low, most of the exhibitors queried said they were pleasantly surprised with the quality of visitors and potential for sales. Sustained rumors on the docks were that a few contracts were inked. Only time will tell if all the positive signs turn to concrete results. Meanwhile FLIBS 2009 will be remembered as a good show with many interesting new models. A few of them follow.

Bill Ando and Louisa Beckett contributed to this report

197' Abeking & Rasmussen *Elandess*

The 100+-year-old Abeking & Rasmussen shipyard brought the recently delivered *Elandess*. Among the yacht's outstanding features is A&B's proprietary tender launching system, which allows the tender to be launched and retrieved through the stern while the yacht is under way. *Elandess* features an exterior by Donald Starkey and a stunning interior by British design firm Bannenberg & Rowell. An intriguing bar with glass shelves arranged in a circular shape quickly sets the tone for an elegant interior with a definite dash of originality. Bannenberg & Rowell designed the dining room table and its sculptural base in-house. A backlit mural in the dining room serves as a backdrop for an original art piece. The custom-designed staircase not only links the decks but provides an artful focus in the guest lobby. The on-deck master stateroom features rare materials, including a one-off maple veneer that may not be seen again, as the owner purchased the entire log from which the prized panels were sawn. Four guest staterooms can be converted into suites, according to needs. An abundance of details and materials, including the occasional fuschia-colored furniture and stainless-steel mesh, complement the quality of the finish. Naval architecture is by A&R, a technologically innovative shipyard (they recently delivered an award-winning vessel based on a SWATH hull). *Elandess* is an elegant monohull yacht with steel hull, aluminum superstructure, and a twin-screw propulsion system that achieves a top speed of about 16 knots and transatlantic range. The yacht's decks are ample, and fittings are of the highest quality, providing an overall feel of elegant substance. For more information, visit abeking.com



LOA: 197' - Beam: 35'1" - Draft: 11'5"
Fuel capacity: 39,100 Gal. - Fresh water capacity: 7,650 Gal.
Main engines: 2 x Caterpillar 3516B DI-TA S.C.A. Series II
Maximum/cruising speed: 16/14 knots - Range: 4,000 nm
Stabilizers: Quantum zero-speed











©Dana Jinkins

160' Trinity *Blind Date*

This recently launched Trinity belongs to a couple who met on a blind date; hence, the name. Fort Lauderdale-based designer Patrick Knowles worked closely with the experienced yacht owners to develop an elegant interior with a touch of Hollywood glam. Thanks to the designer's accurate 3D renderings, the owners got a preview of what their new yacht might look like; still they were surprised—and thrilled—with the results. *Blind Date* features the Trinity Yachts signature duplex master suite, forward on the main deck, but the owners elected to position the bed in the lower half, while the salon faces the spectacular surround of windows on the upper level. A custom wine cabinet with glass shelves provides a unique and attractive partition separating the formal dining room from the attractive main-deck entrance lobby. The owners had another wish: that the flybridge be entirely dedicated to fun and relaxation. Gone are the tender and crane often located aft on the sundeck. It was an inspired idea that freed up space for a spacious lounge aft with wrap-around seating and a great dining table for 12. On the opposite end of the sundeck is a round Jacuzzi and plush built-in sunbathing pads with forward views. The yacht is sure to be a hit with charter guests, accommodated in four spacious ensuite lower-deck staterooms, in addition to the owner's suite. Trinity Yachts had an impressive display that also featured the newly delivered *Wheels* and the 196' *Bacarella*, featured in this issue. For more information, visit trinityyachts.com

160’ Christensen *Odessa*

The 160’ tri-deck *Odessa* is the latest in the builder’s Custom Series. It boasts a couple of firsts for the successful Vancouver, Wash., yard. With a black hull and a metallic silver superstructure, it’s the first yacht full-color Christensen to be launched. The near-minimalist interior evokes a subtle Asian influence and is the result of the combined talents of the owner’s representative and Christensen’s design team, with furnishings selected by Armani Casa. With the addition of necessary equipment and shop space, the yard accomplished another first, *Odessa*’s exceptional stonework, all of which was done in house. The crew quarters, forward on the lower deck, are finished with the same meticulous attention to detail as the rest of the yacht. The spa deck takes full advantage of the yacht’s 29’6” beam and features a hot tub forward. Under the hard top sits a U-shaped settee and an eight-stool bar with a barbecue. The remainder of the teak-planked deck is for moveable chaise lounges and tender storage. To top off *Odessa*’s external ambiance the hull is rimed with underwater lights, providing a dazzling effect once the sun goes down. Although the décor is likely to appeal to a clientele with European sensibilities, the shipyard did not turn its back on some of its traditions. The engine room, as in many Christensen yachts, has received a special treatment with sparkling red and black paint contrasting with shiny chromes and mirror-like surfaces for a one-of-a-kind effect.

For more information, visit christensenyachts.com

LOA: 160’ - Beam: 29’6” - Draft: 7’10” - Fuel: 14,300 U.S. gal. - Water: 3,600 U.S. gal.
Power: 2 x 1,800 hp MTU12V4000 - Maximum Speed: 18 knots
Cruise Speed: 14 knots - Owner and Guests: 12 - Crew: 9-10



©Stephen Cridland



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Hargrave 100' *Miss Sassy*

Hargrave Yachts showed the 100' *Miss Sassy*—the first of the builder's model line to feature an on-deck master suite. The coach roof is carried far forward, imparting a great deal of space to the full-beam master suite, located forward of the galley and the salon. The appealing salon with large windows, features reflecting surfaces that pick up and reflect the abundant natural light. The detail of floating glass above the cabinetry is repeated in the dining area's high-gloss cherry wood cabinets with dark accents. A second full-beam suite is located on the lower deck. Two twin cabins (both with Pullman bunks in addition to fixed berths) flank a hallway that offers access through a watertight door to the crew quarters to facilitate house keeping. Six crewmembers are housed forward in double cabins finished in the same quality as guest areas. Another great idea, facilitating service and housekeeping, is a perfectly well-hidden and complete laundry room located between the crew quarters and guests areas. The yacht features a spacious flybridge that includes a large U-shaped seating area fronted by a pair of teak cocktail tables with sundial inlays. A bar with a teak-edged blue pearl granite top and seating for four is opposite on the starboard side. A sunpad is next to the hot tub, all protected by a convertible overhead that opens at the touch of a button. Exterior styling is very much in the vein of classic Hargrave yachts. For more information, see hargrave.org

LOA: 101 Beam: 21' Draft: 5'11" Fuel: 3,200 Gal. Water: 600 Gal. Speed (max/cruising:) 21/17 knots







©Scott Pearson

Sanlorenzo SD92

Three years ago in Europe, Sanlorenzo introduced this elegant yacht, designed by Francesco Paszkowski. A long-range cruiser (built on a semi-displacement hull capable of cruising at 17 knots) with a certain nostalgic appeal, the Sanlorenzo SD92, a World Yacht Trophy winner, is sure to appeal to confirmed yachtsmen. Last year, Sanlorenzo made a commitment to the U.S. market and opened Sanlorenzo of the Americas, an initiative that led to this year's introduction of the fist SD92 to be shown in the U.S. (hull 12 in the semi-custom series). American designer Marty Lowe created this hull's appealing and homey interior, which features furnishings by Hermès. Whitewashed veneers and light fabrics make for a bright interior, but splashes of colors (including cerulean blue) keep the ensemble interesting. The master suite is located forward on the main deck and features panoramic windows, but alternatively what could be described as a second master stateroom is located on the lower deck. The full-beam ensuite VIP stateroom shares the lower deck with two other spacious guest staterooms. Of particular appeal on this yacht, aside from its stylish exterior and unique "latte" color scheme, is its relatively low fuel consumption and quiet ride (about 79 gph for a yacht with a light-ship displacement of about 89 tons). The flybridge is spacious and features a full-size dining area, leaving enough space for a nice sunbathing area aft. Crew accommodations, accessible from the galley, include a spacious captain's cabin. For more information, visit sanlorenzoyacht.com

LOA: 90' - Beam: 23' - Draft: 5'11" - Fuel capacity: 4,227 Gal. - Water capacity: 660 Gal.
Engines: 2 x 1,200 hp MAN V 12 CR - Speed (continuous cruising): 17 knots - Hull material: composite





Ocean Alexander 83

Making its U.S. debut at FLIBS, the Ocean Alexander 83 was built to appeal to a broad clientele, including European boaters; indeed, the yacht made its world debut at the Cannes International Boat Show in September. The four-stateroom layout and a décor featuring a lighter veneer were designed to appeal to European sensibilities. This dramatic departure from the darker cherry-wood interiors of the past shows that the builder is both flexible and creative. Among the four ensuite staterooms is a full-beam master amidships adjoining a full-beam his-and-hers bath with a shared shower. A VIP suite is located in the forepeak, and a pair of guest cabins graces either side of the hallway. The main deck features a pilothouse with its helm station to port opposite an observer settee/dinette. On each side is a Pantograph deck access door. The open stainless steel stairway to the flybridge is amidships on the port side between the salon and the dining area. Up top, under a covered flybridge, are a helm station, large tables, settee, moveable lounges, a bar/grill, a tender and a davit to handle it. Crew quarters include two separate cabins, a common bath and a roomy lounge/dinette. Ocean Alexander also showed a substantially redesigned version of its 88, first introduced in Miami last year and to be featured in a future edition of *Yachts International*.

For more information, visit oceanalexander.com

LOA: 83' 3" - Beam: 20' - Draft: 5' 6" - Fuel Capacity: 2,000 gal.
Water Capacity: 350 gal. - Top speed: 24 knots
Cruising Speed: 18 knots - Engines: 2 x 1,500 hp MTU

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Sunseeker 80 Yacht

The latest entry in the British builder's flagship series, the Sunseeker 80 Yacht has a modern-classic interior that emphasizes both living and storage space. The formal dining area, often "squeezed" in planing-hull motoryachts, on this yacht is exceptionally roomy. An enclosed galley serves up to eight guests accommodated in four lower-deck staterooms, but Sunseeker also is open to custom configurations, such as adding an office in lieu of the fourth stateroom. The owner also can personalize the yacht's woods, stonework and soft goods. The 80's exterior spaces are well developed for open-air entertaining – the new foredeck configuration offers both sunning and dining areas. Separate crew quarters for three, accessed from the transom, ensure guest privacy. A complete and stylish interior helm station offers an alternative to the exterior helm, on the comfortable flybridge. For more information, visit sunseeker.com

LOA: 80'2" - Beam: 19'9" - Draft: 6'3" - Power: 2 x 1,800 hp MAN V12
Speed (max/cruising): 32/26 knots - Range: 300 miles

Lazzara 78 LSX Fly

Lazzara Yachts of Tampa introduced at FLIBS 2009 an evolutionary flybridge version of its very successful LSX 75. The attractive yacht features a compact and low-profile sport deck with a full helm station. Seated in a Treben chair, the captain can drive in complete comfort. Technology has provided a solution to a challenge posed by the yacht's low profile, which of necessity brings signal equipment quite close to passenger level. Simrad builds low-emission radars with a good range, and that is what Lazzara Yachts elected for its new model. A fancy carbon-fiber hardtop, similar to the one featured on the LSX 92 launched earlier this year, is an available option. The cherry color of this first hull also is a custom feature. The flybridge version offers the same power and propulsion as the LSX75—quadruple Volvo IPS units. But because of added weight up top, Lazzara added fin stabilizers whose roll-dampening effect is most agreeably evident at low speeds. The interior is contemporary, and features an attractive helm with flat-screen navigation displays and a clear view ahead overlooking the lower-deck galley. With an exterior helm and great sun pad on the foredeck, this model expands the possibilities for outdoor living without detracting from the yacht's sporty lines. For more information, visit lazzarayachts.com





©Scott Pearson



Mochi Craft 23LR

Mochi Craft's long range 23 has a lot going for it. Equipped with a hybrid propulsion system, this new vessel is, according to Ferretti, the first "Zero Emission Mode" motoryacht over 20m and the only one in the world to obtain the RINA "Green Star Clean Energy and Clean Propulsion" certification so far. Designed by Studio Zuccon International Project and Ferretti's Advanced Yacht Technology division, the Mochi Craft 23 LR can operate in five different modes: diesel propulsion and electric storage, diesel electric, dockside plug-in, zero emission propulsion mode and zero emission function (with the batteries running the onboard systems, including A/C). The FERWEY (Ferretti Wave Efficient Yacht) was designed for comfort and efficiency in the intermediate speed range while also delivering low-wave turbulence. But these innovative attributes are not the yacht's only attractive features; inside, the Mochi Craft 23, winner of a World Yacht Trophy for innovation, feels like a comfortable home. Access to the salon is through large, glass side doors instead of the more conventional aft bulkhead entry doorway. This makes the salon a true seating area, not just a pass through. The comfortable salon features three sofas, arranged in a C-shape for up to 11 people. The starboard-side wall features a 32" hideaway LCD TV. A raised dinette and galley offer great views through large widows. Owners may specify a three-or four-stateroom configuration on the lower deck. Accessed via the Portuguese bridge, the foredeck lounge features U-shaped settees, each with a teak table on either side of the centerline, and likely to be a favorite hangout for guests while the yacht sits quietly at anchor. For more information, visit mochicraft-yacht.com

LOA: 77'8" - Beam: 21' 7" - Draft: 5'1"
Power: 2 X 550 hp MAN D0836 (other option available)
Fuel Capacity: 2,061 Gal. - Water Capacity: 528 Gal.
Top Speed: 13 knots - Cruising speed: 10 knots

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Viking 76 Convertible

Successor to the hot-selling 74C, Viking's 76 Convertible made its FLIBS debut in its open, but covered, flybridge configuration (It is also available with an enclosed flybridge.) Knowing that those who own a boat like this will be covering some serious ocean miles as they harbor equally serious catch ambitions, Viking has equipped this model with a huge freezer forward of the helm station while leaving plenty of room for lounge seating to port, starboard and forward, and an observer's chair on either side of the captain's chair. The 206-sq.-foot cockpit features Viking's signature mezzanine with cushioned aft-facing seats. The cockpit itself includes a large drop-in fish box and a pair of drop-in stowage compartments that can be customized as desired. A transom-mounted fish box is also standard. Below, the 76 offers two layouts, both featuring five staterooms and four baths. One features a double berth in the forepeak while the other replaces the double with over-and-under twin berths. The staterooms are spacious and warmly appointed with teak trim and light fabrics. Entered through an electrically powered slider, the salon shows off the teak joinery, available in a satin or high-gloss finish. There is a day head to port with an L-shaped settee to starboard; forward is the dinette with galley opposite. For more information visit vikingyachts.com

LOA: 76' 2" - Beam: 2' 3" - Draft: 5' 6" - Fuel Capacity: 2,547 U. S. gal. - Water Capacity: 425 U.S. gal.
Power: 2 x 2,400 hp MTU V16 Series 2000 M93 - Top Speed: 40 Knots - Cruising Speed: 35 knots

The Horizon Vision 74 CMY

Horizon Yachts developed the Vision 74 with naval architect Greg Marshall using advanced design and construction software. The result is conclusive with a spacious interior and functional arrangements. The model, built in composite with optional teak decking, is available in open and enclosed flybridge versions with or without cockpit. The hull at FLIBS, an enclosed bridge version with an attractive grey hull, featured a Polyvision privacy glass panel between the galley and dining room. It is a nice option that helps bring additional light into the main deck while preserving diners' privacy. Among other attractive details in the interior, which features oak and sabili in a matt finish, is a skylight in the main salon, a great decorative focal point that helps keep the salon bright. A full-beam master stateroom, accessible through double doors, includes a desk and spacious ensuite bathroom. Two additional guest rooms occupy the lower deck. A well-appointed crew room with double bed and private bathroom is accessible through a watertight door from the swim platform. The cockpit version, complete with bait well, is great for fishing and water sports. Hard top-mounted optional solar panels help power the LED lights, rope lining and yacht name.

For more information, visit horizonyacht.com

LOA: 76'7" - Beam: 20'6" - Draft: about 6'
Engines: 2 x 1,000 hp Caterpillar C18 diesel engines - (other options available) - Fuel capacity: 1,400 Gal. - Water capacity: 360 Gal.










Aicon 58

Aicon Yachts showed its new 58 Fly at FLIBS. Introduced earlier in Europe, this compact yacht's major attraction is its open layout. The entire main deck, with a salon, dining room, galley and helm station, is styled as one open space (with only one short step between the lounge and the elevated galley/dinette). Some of the side windows open for ventilation, and overhead panels near the helm station help bring in plenty of natural light. Three lower-deck staterooms and three bathrooms offer excellent comfort for overnight stays. The master stateroom's bed is positioned at an angle, an attractive solution to maximize space. A combination washer/dryer is available. The interior décor is modern and stylish, in keep with the Italian school of design, and features contrasting wood veneers for effect (the shipyard offers a wide selection of colors and materials). On this hull, the owners requested that the swim platform be equipped with a hydraulic lift system, and this practical option will now be standard. The flybridge can be configured to suit owners' needs, but the standard layout features a C-shaped sofa around a small square table. The exterior helm is on the starboard side. Standard power is twin 800 hp Caterpillars, which gives the Aicon 58 a top speed in excess of 28 knots, although the hull shown in Fort Lauderdale and bound for South America features twin 900 hp MAN engines. For more information visit aiconyachts.com

LOA: 57'09" - Beam: 15' 09" - Fuel capacity: 705 Gal. - Water capacity: 210 Gal.
Engines (standard): 2 x 800hp Cat C15s - Maximum/cruising sped: 29/25 knots

Bertram 511

Bertram's new 511 offers two interior options. Both continue the forward full wrap-around windshield, re-popularized on the 54-footer that the builder introduced last season, which provides nearly 360-degree views of the surrounding water. One option includes an inside helm station to starboard; the other features an L-shaped settee in place of the helm. Maintaining the philosophy that "more light is better" the distinctive hull-side windows—reinforced into the yacht's fiberglass hull—admit plenty of natural light to the master ensuite stateroom and the twin-berth guest cabin. A VIP stateroom in the forepeak is outfitted with a queen size berth and a flat-screen TV. A full washer/dryer is discreetly incorporated into the hallway closet. Stunning views of the surrounding ocean from each of the living areas makes the spaces feel even larger. The large galley features a built-in coffee maker and refrigerator /freezer, and faces an open L-shaped dinette. The 511 features a solid-core fiberglass "deep-V" hull and a center-mounted fuel tank that optimizes trim at various speeds and conditions. A 170-sq.-foot cockpit and a generous mezzanine, equipped with either an optional prep center or observation/lounge seating, completes the 511's fishability. For more information, visit bertram.com ●

LOA: (w/bow pulpit) 54'10" - Beam: 16'2" - Draft: 5' - Fuel Capacity: 1,040 Gal. - Fresh Water: 185 Gal. - Engines: 2 x 1,100 hp MAN V10 (std.)
Top speed: 34 knots - Cruising speed: 30 knots - Designer (superstructure and interiors): Zuccon International









SIGNATURE STYLE

The 214' *Trident*

Trident, featured at the Fort Lauderdale International Boat Show in October, is one of the latest Feadships and a successful combination of invitingly recognizable elements and individualism.

Story **Diane M. Byrne** Photos **Feadship**



No one would ever accuse Vincent Van Gogh of creating the same painting over and over again, but his works do bear signature elements. The intensity of the colors, the manipulation of light, a fondness for landscapes, the use of swirls, all are distinguishing characteristics of his style.

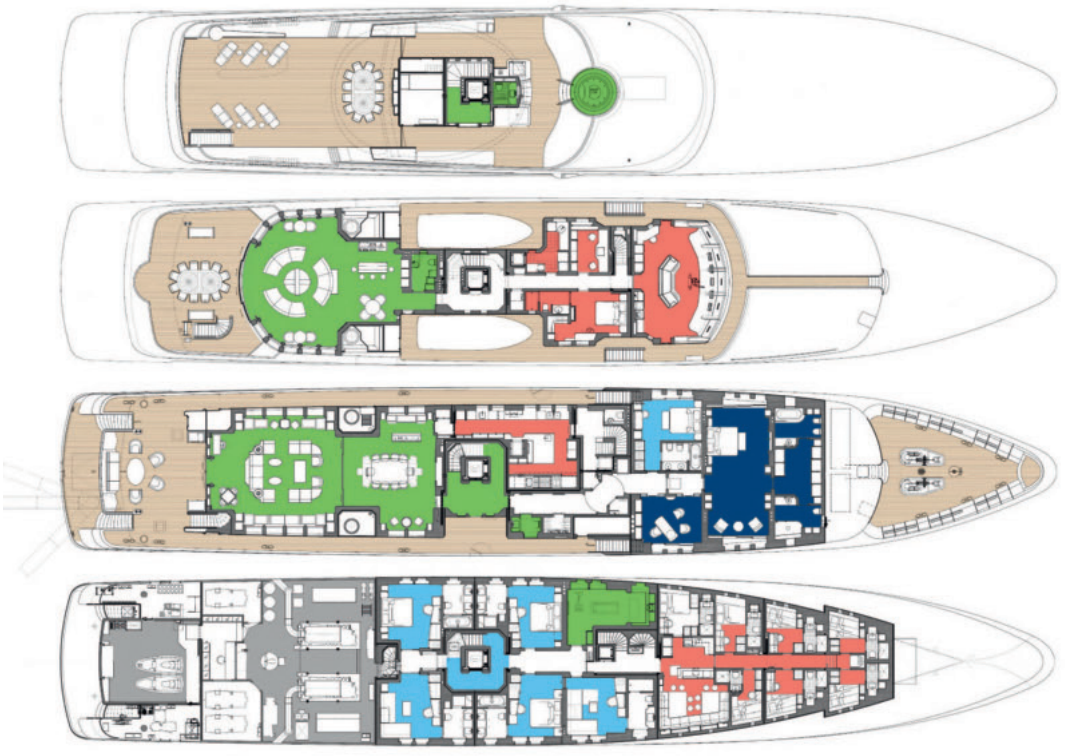
Another Dutch master of sorts has signature elements, too: Feadship. True, the custom yachts emerging from the Royal De Vries and Royal Van Lent yards are indeed tailored to each owner's wishes. But you need only ask yacht enthusiasts to take a look at boats bobbing on the horizon, and they will readily point to one and assert, "*That*'s a Feadship."

Of course, signature style where Feadships are concerned is more than surface deep. It extends to the way guest and crew traffic flows, crewmembers are housed and technical systems are accessed and operated. It additionally extends to how many of its clients prioritize novel solutions to everyday problems. In these ways, *Trident* is an ideal example.

Speak with any member of the Feadship team, and he or she will probably tell you there's no such thing as a "typical" Feadship profile. That said, the 214' *Trident* does bear some family resemblance with other yachts, a certain timeless styling. It comes courtesy of a collaboration between De Voogt Naval Architects, which has been responsible for nearly every Feadship to date, and Donald Starkey Designs. The bow, with graceful flare from the De Voogt office, gives no indication of being "stuck" in a particular period. The dodgers—the forward portions

The main lounge exudes relaxation; cabinets feature Japanese Sen doors and amazakoue frames; at night leather-covered Venetian blinds add further refinement





A dark stained walnut dining table seats up to 14 people; oriented lengthwise for better use of space, the formal dining room is separated from the lounge area by translucent sliding doors



THE OWNER OF *TRIDENT* ESSENTIALLY EXTENDED CARTE BLANCHE TO STARKEY FOR THE INTERIOR



Rio rosewood paneling with a satin finish and sliding Japanese-style doors create a soothing atmosphere throughout the entire owners' area; VIP suites offer flexible spaces; bathrooms use a wide variety of marble tones and glass-tiled floors

of each deck—are also graceful, rounded in appearance. And while Starkey is renowned for incorporating contemporary elements, like the semi-circular aft-deck extensions with glass bulwarks, they should remain appealing even years from now.

It's worth noting that Starkey has designed eight previous Feadships, with the 198' *Blue Moon* being among the most recent. In fact, that launch particularly inspired *Trident*'s owner. It should come as no surprise, then, that *Trident* emulates some of her exterior elements. Look up at the bridge-deck level, and you'll see open bays between the aft lounge and pilothouse. The tenders, two limited-edition Chris-Craft Silver Bullet models, are nestled there.

Here's where Feadship paid particular attention to aiding the crew in their daily tasks. Overhead cranes slide out when needed to pick up the boats. If you're thinking that's no different than other builders' approaches, it's not—but something else is. The partial bulwarks outboard fold down—by hand. The yard designed and engineered a counter-balanced mechanism that Koos Zitman, Royal Van Lent's sales and marketing director, says allows even a stew or other crewmember who's never taken on launching responsibilities to lower and raise the bulwarks with ease.









The 214' *Trident*

LOA: 214' (65.22m)
Beam max: 37'9" (11.50m)
Draft (loaded): 11'2" (3.40m)
Fuel capacity:
39,100 Gal. (148,000l)
Fresh water capacity:
29,000 l 7,650 US Gallons
Design: De Voogt
Naval Architects

Donald Starkey Designs
Naval Architect: De Voogt
Interior design:
Donald Starkey Designs
Main engines:
2x MTU 16V4000M60R,
1400kW @ 1600 rpm
Max. speed: 16 knots
Propellers: 2x Wärtsilä Fixed
pitch 5-bladed propellers
Propeller shaft:
Rubber Design
Reduction gears: ZF
Stabilizers:
Naiad Marine/
zero speed stabilization
Range: 6700 nm
at cruising speed

To help the crew with their duties inside, there's a separate staircase connecting the crew staterooms and mess with the galley on the main deck and pantries on upper decks. As you'd expect, there's also a dumbwaiter that runs from the galley up to the bridge-deck lounge and farther up to the sundeck. Of course, the owner wanted *Trident* to have her own signature elements, too. She therefore has an abundance of dry and cold storage rooms—not just lockers—on the tank deck, one level down from the crew's staterooms. She also has a full elevator linking the tank deck and the galley. It's a smart solution: The chef and stews can roll a cart into the elevator, stacked with cans and other bulky, heavy food items to bring up or stow away for long passages and closely booked charters. They can also use it to take wet garbage down to a dedicated freezer.

The tank deck contains two more novel features, an extra crew lounge and a temporary staff cabin. The extra lounge recognizes that even the happiest, most dedicated team of crewmembers needs time away from one another. As for the staff cabin it offers port pilots or other guides a place to rest when needed. MCA regulations don't permit permanent staterooms to be on decks without windows, so that's why the cabin, formed by sliding a pocket door near a desk is temporary. The regular crew is accommodated in seven cabins one level up.

Farther up in the wheelhouse, guests will likely concentrate on the navigation and communication instruments, or simply enjoy the view as *Trident* achieves a 16-knot top speed. Particularly curious guests may notice an electric button mounted on the starboard bulkhead. A press of that button locks the ample chart drawers. Aboard more superyachts, these drawers need to be lifted and pulled to ensure they lock. Unfortunately, when loaded with charts, the drawers



The full-beam lounge feels extra spacious; a bar in lacquered Sen with a light onyx top serves the circular seating area and games table, and the large outdoor dining table

get pretty heavy, and the lifting and pulling motions can damage the runners that permit them to move. The yard therefore came up with the electric button to avoid the problem.

Of course, *Trident* is more than a combination of crew-oriented areas and systems solutions. She's a yacht intended to entertain the owner and family members—sometimes just a small number—a few weeks per year. In addition, she'll host charter parties up to 12 people. The owner requested that Donald Starkey keep this flexibility in mind when designing the interior. As a result, the four guest staterooms below decks can transform into two suites in a matter of seconds. They're set up in adjoining pairs, with a door in the shared bulkhead that you wouldn't notice unless you watched a crewmember unlatch it top and bottom and fold it back. The good-size staterooms, which feel larger due to the light tone of the whitewashed chestnut paneling, then become two bedrooms with sitting/TV rooms.

Outside of this directive, the owner of *Trident* essentially extended carte blanche to Starkey for the interior. The designer has a knack for combining seemingly disparate decorative elements and making them come together in a cohesive fashion. The most successful example of this onboard is arguably the bridge-deck lounge. He brings together grey-stained pine paneling, mirrored overhead panels and two tones of cream for carpeting. It may sound strange, but it looks anything but to the eye. In fact, the majority of three-dozen journalists who toured the yacht at the recent Monaco Yacht Show commented on how calming the effect was. That's exactly what Starkey strove for. He believes that most bridge-deck lounges feel too formal because of traditional wood finishes. Because most owners and guests walk through the area wearing shorts or even bathing suits, the formality of the atmosphere is uncomfortable.

Even though some other rooms are formal, they are still inviting. The rich brown tones of amazakoue wood paneling do the trick in the salon, as does the pewter finish in the dining room. A sliding shoji-screen-like panel, adorned with a metal design treated to look antique, even crackled, separates them when needed. And even though it's not a room per se, the main entrance along the starboard side dazzles the eye. The marble underfoot is rivaled by the marble-encased elevator, which itself features a marble sole. Because the elevator base is rimmed by a mirror-like polished stainless steel here and on every deck, the lift lends the sensation of floating.

With so many distinctive elements, *Trident* is, as Starkey puts it, "very much a customized one-off." He has pledged that none of the interior details will be used on another yacht. "This is more than just a matter of my aesthetic taste," he explains. "Our goal was to ensure that the owners will have an interior that is uniquely theirs." Indeed. *Trident* is every bit her own yacht. Which, interestingly, makes her every bit a Feadship, too. ●





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ODE TO DISCOVERY

CRN 197' *Blue Eyes*





It's been an eventful few months for CRN. The Italian shipyard recently launched its largest project to date, *Clarena II*; at the Monaco Show CRN announced a series of new designs for yachts to 279' and, at the Fort Lauderdale International Boat Show in October, exhibited the seductive *Maraya*, a steel yacht built in 2007 and now a successful charter vessel. It was the first steel yacht CRN ever displayed at a U.S. show. *Maraya*'s successful platform has been the basis for several other custom yachts, including the unique *Blue Eyes*, an ode to travel and the good life. Story **Maria Roberta Morso and Cecile Gauert** Photos **Maurizio Paradisi**

In Fort Lauderdale, CRN Sales Director Vasco Buonpensiere acknowledged that the months that followed the collapse of Lehman Brothers in September 2008 were difficult ones. After the 2008 Monaco Yacht Show, CRN focused its efforts on preserving its order book. In addition to the overall financial meltdown, CRN, which has a unique position as the sole builder of large custom aluminum and steel yachts within the Ferretti Group, had to deal with very public reports of difficulties at the world's largest yacht builder. CRN executives contacted all of their clients and a few months ago the Ferretti group announced it had been able to restructure its debt. There were no cancellations, and CRN's order book is currently full until 2013, Bonpensiere said. There were other causes for celebration.

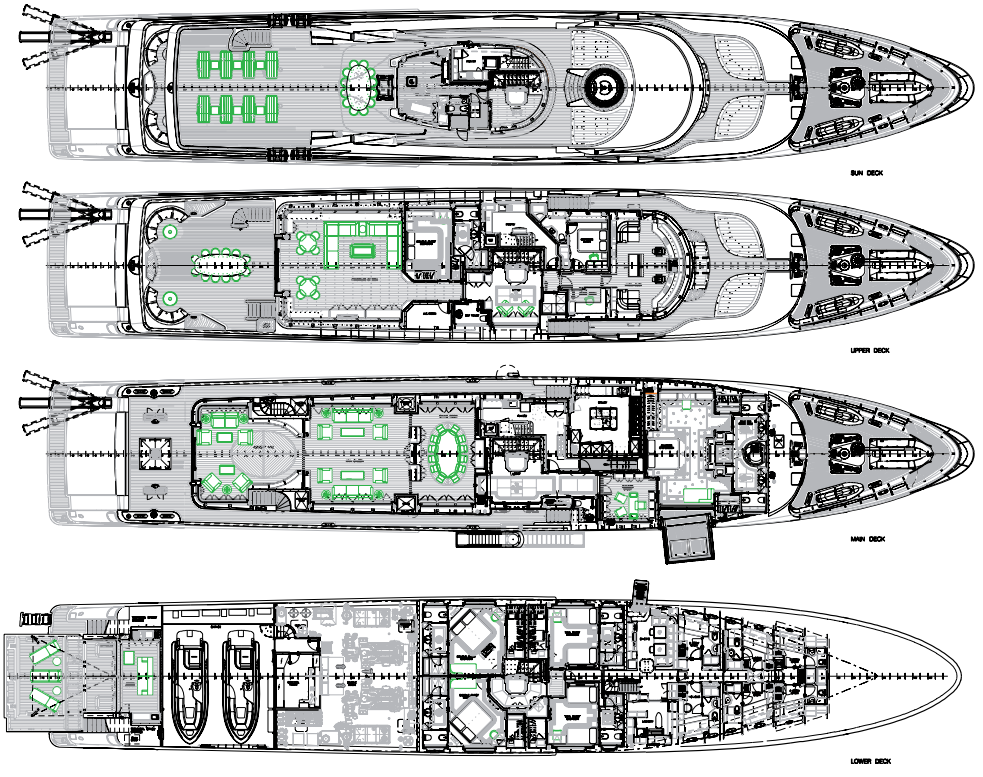
A few months ago, the shipyard launched its current flagship, the 236' *Clarena II* and showed the recently launched *Blue Eyes* at the Monaco Yacht Show. It is the newest example in a succession of stunning custom yachts, built in steel and aluminum (CRN also builds composite series). Aside from *Maraya*, CRN of Ancona recently built *Ability* (177'), *GiVi* (197'), *Romance* (187') and *MS* (197'). Although they are all custom projects, these bear the distinct design signature of Giovanni Zuccon and his team, which also is evident on *Blue Eyes*.



The salon is set with two distinctive conversation areas

CRN 197'
Blue Eyes

LOA: 196' (59.8M)
BEAM: 33'5" (10.2M)
DRAFT: 9'9" (3M)
DISPLACEMENT (FULL LOAD): 854 TONS (775 M.TONS)
FUEL CAPACITY: 28,275 GAL. FRESH WATER: 5,285 GAL.
MAIN ENGINES: 2 X CATERPILLAR 3512B 1,800 HP @1,835 RPM
MAIN GENERATORS: 2 X CATERPILLAR C9 @ 175 KW
MAXIMUM SPEED: 15 KNOTS
CRUISING SPEED: 14 KNOTS
RANGE@12 KNOTS: 4,000 NM
NAVAL ARCHITECTURE: CRN ENGINEERING
EXTERIOR DESIGN: ZUCCON INTERNATIONAL PROJECT
INTERIOR DESIGN: FABRIZIO SMANIA
CLASSIFICATION: LLOYD'S REGISTER OF SHIPPING LR X 100 – A1 – SSC - "Y", MONO, G6, X LMC, RINA X HULL X MACH "YCH" (ITALIA) MCA LY2 COMPLIANCE
CHARTER MANAGEMENT: BURGESS



A cozy library with a grand piano and antique rugs shares the main deck with the salon and the formal dining room





HIGHLY PERSONAL, THE YACHT'S INTERIOR IS FILLED WITH SYMBOLS AND CLUES TO THE OWNERS' INTERESTS AND PRIORITIES







The yacht's aluminum superstructure features an attractive design feature, akin to the wingspan of a seagull in flight, which visually links the sun deck and the upper deck— a CRN signature. A classic bow elongates the imposing but elegant steel hull. The upper decks, especially of course the sun deck, feature large exterior spaces, with a variety of entertainment and relaxation areas from outdoor dining to sunbathing. A Jacuzzi, a bar and large umbrellas complement the comfortable lounge furniture and a table for 12 guests. The sun deck also accommodates a wellness and fitness area with equipment by Technogym and a Turkish bath with a shower finished in attractive slate. For easy access to the other decks, an elevator is also available. Aft of the sun deck is a large area, ideal to set lounge chairs. It also serves as a touch-and-go helipad suitable for a 6,600-lb. helicopter.

A distinctive feature on *Blue Eyes* is the lower deck's transom area, which unfolds into a second swim platform forming a huge terrace, with an approximate 750 sq.-foot area. Set with lounge chairs and a bar, it becomes a fabulous beach club, inches above the water. Behind the beach club is the garage for two 24'6" Dariel tenders, and an engine room that houses twin Caterpillar 3512B diesel engines and an air-conditioned control room. With a 4,000-nm range at 12 knots, the yacht is capable of extended travel. It seems fitting.

Aft of the main deck an etched Swarovski crystal globe, designed by the ship owner, introduces the theme of travel, a common thread running throughout the meticulous interior created by the owner's wife and Italian interior designer Fabrizio Smania, whose work on home and mansion interiors spans five continents. "To read the ideas of others and make them become real, that's my biggest satisfaction," the designer says. It's certainly appears to be the case here. Highly personal, the yacht's interior is filled with symbols and clues to the owners' interests and priorities: the ocean, family, treasured memories and travel to faraway places, China among them. Entering the yacht through the main lobby, a visitor quickly realizes that traveling on Blue Eyes means traveling in complete luxury. Precious materials comprise the décor: mahogany, inlaid marbles by Bigelli (travertino navona in the lobby, white thassos in the guest bathrooms and calacatta gold in the owners' bathroom), prized stone inlays including colorful corals and etched glass. Chinese dragons appear on splendid antique tapestries

The master stateroom features mahogany and traditional Chinese tints; the bathroom floor is calacatta gold marble

THE YACHT'S ALUMINUM SUPERSTRUCTURE FEATURES AN ATTRACTIVE DESIGN FEATURE, AKIN TO THE WING SPAN OF A SEAGULL IN FLIGHT



THE YACHT IS A TREASURE TROVE OF HIGHLY PERSONAL AND RARE OBJECTS THAT ARE SURE TO MAKE AN IMPACT ON VISITORS

The transom area unfolds into a second swim platform forming a huge terrace

and on some of the objects and floors. It is not a mere statement of style; a trip to China 38 years ago provided inspiration for many elements of the personal décor on *Blue Eyes*. Venice-born explorer Marco Polo brought back to Italy the vibrant tints and silks that influenced European artists and artisans for centuries. Luscious off-white and blue tapestries from the Venice-based firm of Rubelli and Bevilacqua recall traditional Chinese tints and echo the theme all the way into the master suite. There, a private office, which precedes the ondeck master stateroom, features a carved Chinese table used as a desk, and a carpet with prints from ancient rugs. A balcony provides a private haven for breakfast.

Another important theme is that of family. Although following a layout that is common to many yachts of this size, the general arrangements favor smaller groupings and intimate spaces that feel like home. The main deck features a salon, formal dining and a top-of-the-line modern galley aft of the private owner's suite, yet here the division of spaces is interpreted a bit differently. The first room a visitor encounters upon entering through the salon doors is a cozy library with parquet flooring and antique rugs arranged around a splendid white

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piano. The salon that follows is set with two distinct conversation areas. A set of double doors opens onto a spectacular formal dining room with mahogany walls. An oval table and custom chairs, upholstered in vibrant blue fabric, make extensive use of Perspex, a transparent material that not only provides interesting contrast with the dark veneers, it alludes to another theme close to the owner's heart, sincerity.

In the bridge deck lounge, a superb collection of rare and colorful corals symbolizes the ocean, a theme also present in many other objects around the yacht. The bridge deck features a spacious outdoor dining area. Inside, the sky lounge includes a salon and a game area with marble-top tables decorated with playing cards. A panoramic guest cabin and the captain's cabin are also located on the bridge deck. The bridge proper is a functional and beautiful space with a masculine décor (mahogany veneer and a black dashboard) and a sweep of vertical windows for ideal visibility. Outside, just in front of the pilothouse, a bench is an ideal place for a couple to enjoy the journey.

As is often the case, the lower deck accommodates guests and crew, independent of each other. Of the four staterooms on the lower deck, the two large VIP staterooms are arranged with beds at an angle. The other two cabins feature twin beds. Here, the décor alludes to the British Navy with classic white, gold and navy blue shades and ancient maps on the mahogany walls. The bow area accommodates quarters suitable for 14 permanent crewmembers in double cabins. A large crew mess is also located here, as is a large laundry facility.

The yacht is a treasure trove of highly personal and rare objects that are sure to make an impact on visitors. It also is ideally designed to take guests to more faraway destinations, which is likely to do as the yacht of owners enamored with travel and as a new member of the Burgess charter fleet. ●

For more information, visit CRN-YACHT.COM





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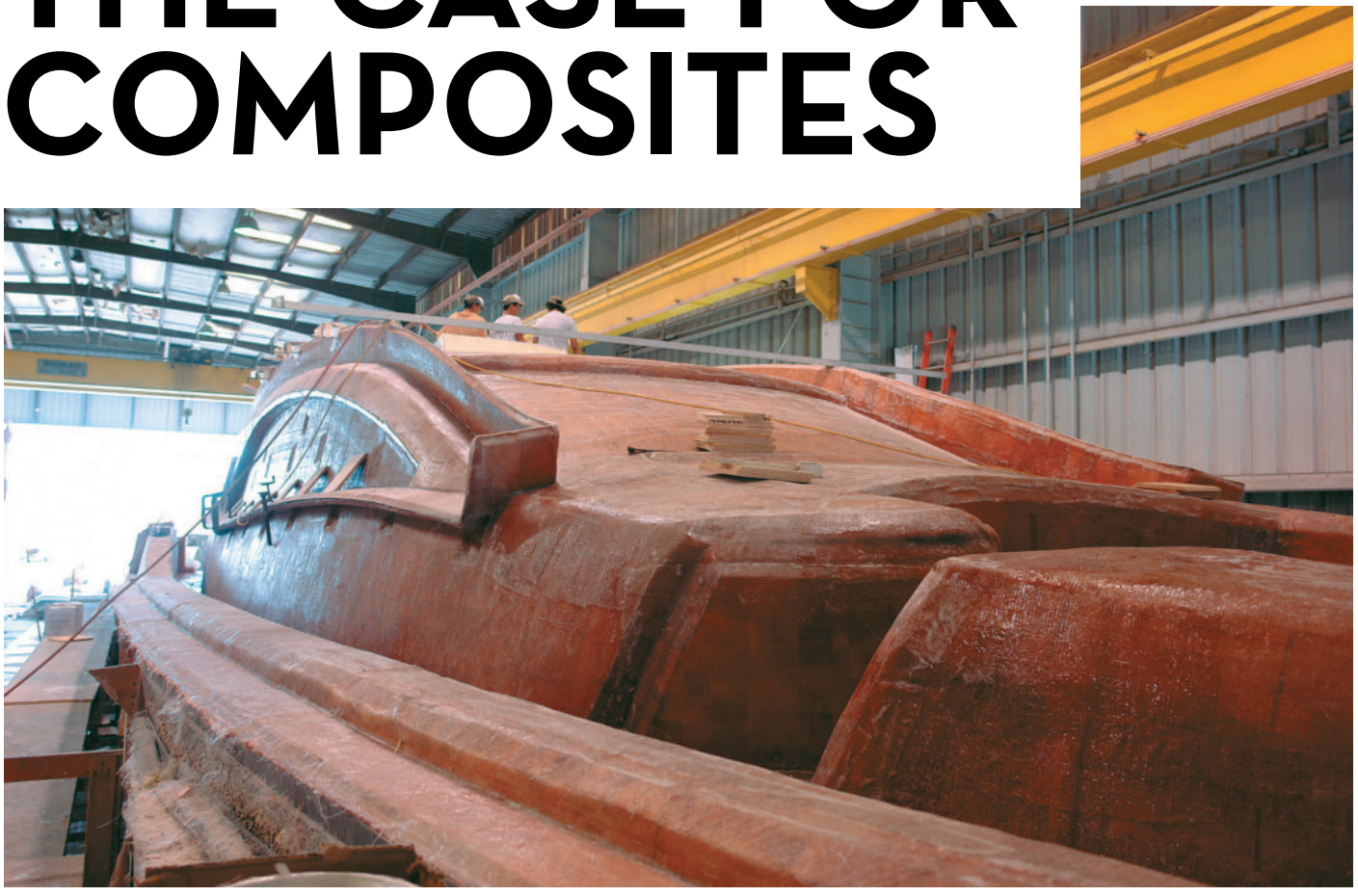


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CHOOSING THE RIGHT MATERIAL

THE CASE FOR COMPOSITES



What is the best hull material to use in very large motoryachts? The traditional answer is steel, and more recently, lighter aluminum for higher speeds. Increasingly, composite upper decks and other appendages have been added to such vessels. Now composite hulls and superstructures in the 150' to 200' range are coming into vogue. In this article, we asked New Zealand-based High Modulus, one of the world's leading suppliers of composite technology, materials and structural engineering, to argue the case for present and future use of composites in superyacht building. By **Bruce Maxwell** Photos **High Modulus and shipyards**

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High Modulus-designed composite appendages have been added to many recently-launched superyachts, including the Icon 62 and the Feadship *Predator*

For years, international builders have turned to the 30-year-old company, which has four other offices in America, Europe, Asia and Australia, to supply solutions for custom projects that are both conventional and out of the norm. Of late, High Modulus had co-operated with Sharp Design and JC Espinosa on the building of the 127' sportfisher *Cielo Mar*, recently launched at Townsend Bay Marine in Washington. Using infusion technology, this vessel is built with a solid E-glass bottom shell, cored topsides and a hollow bulbous bow. It was infused in one shot, perhaps the largest vessel to date so constructed.

They provided expertise to McMullen & Wing during the conception and construction of the remarkable, ultra fast and award winning *Ermis²*. Some of their studies for larger American and European yards are included in the following pages. Whereas many designers and shipyards prefer to use steel and aluminum beyond a certain hull length, not surprisingly High Modulus is a proponent of composites in even very large yachts. Here is why.

What exactly are composites? In the context of large motoryachts, "composites" typically means fiber-reinforced plastics. Fibers of glass, carbon, Kevlar, or a combination of these, are used together with a thermoset resin (epoxy, vinylester, polyester or an amalgam) to form a tough, thin "skin." Structural core materials like foam and balsa are used to dramatically increase the stiffness of panels by separating the skins, creating a light, strong, stiff panel with excellent toughness and inherent insulation. The properties of the resulting composite depend on the types, thicknesses and densities of materials used, and the orientation in which each is applied. Structural engineers then can tailor these materials to suit the specific needs of each area of the boat to produce a much more efficient finished product.

Aside from the yacht's primary components – hull, deck and internal structures –communications masts, biminis, glazing support, as well as transom and tender doors are ideal candidates for composites construction. Architects, designers and builders increasingly recognize composites for their superior performance, in terms of strength, stiffness, weight and longevity. The right composite material can meet nearly every desirable property of a structure. Not only it is tough and lightweight, it also lasts longer, resists corrosion better, is more cost-effective, reliable and produces less electronic interference than metals.

Reduced weight. A finished, cost-effective glass fiber-vinylester-foam superstructure on





a large motoryacht can be about 20 to 30 percent lighter than a well-optimized aluminum equivalent. A carbon fiber structure can produce further weight savings in the order of an additional 40 to 50 percent, albeit at a substantially greater cost for materials. These weight savings have several benefits. The first and most obvious is a reduction in total displacement, leading to improved high-speed performance, reduced fuel burn, and increased range for a given speed.

Reduced displacement also leads to reduced draft, and consequently improved access to shallow cruising destinations such as the Bahamas and Caribbean. If weight savings are being made relatively high in the boat, improvements will be noted in overall stability. And finally, glass and carbon fiber can be used in hatches and mechanically articulated areas. Reduced weight here leads directly to lower hinge and hydraulic actuation loads. Maintenance is not so often required, because these cost-effective systems are lighter and more reliable.

Assembly process. Construction of a large motoryacht involves a complex assembly process. Whether it comprises parts from multiple suppliers, or is crafted entirely by one contractor, it is inevitable that, whatever the construction material used, the structure will be built in many smaller parts, each brought into place at its appropriate time. It is necessary to ensure very high strength connections between the structural parts, yet welding finished parts in late stages of construction is generally undesirable. The response, in metal boat building, is often to modify the construction sequence, to bring forward the assembly of some parts, and to move towards bolted connections of later components. Bolted connections rely on a reasonable match between the geometry of the mating surfaces, something that is difficult to achieve when welding large structures. Simple geometric mismatches in these areas frequently require many additional man hours late in the game, a cost that is hard to recover. Composite materials, by comparison, enable much more accurate manufacture of the designer's shape, ensuring a perfect fit between mating parts, saving time and resulting in a better product. Where there are extensive areas of curved glazing, composites will ensure an accurate fit of the glass to the superstructure, in turn allowing more elegant detailing, consistent with a yacht of high quality. One of the best examples of the difference between metal and composite structures lies in the fairing. Fairing compound is made of resin, essentially the same resin used in laminate composite structures, with a few bulking additives. It is a little-known fact that achieving a yacht finish on an aluminum vessel uses more resin in fairing alone than is used in the entire manufacture and finishing of an equivalent composite yacht.

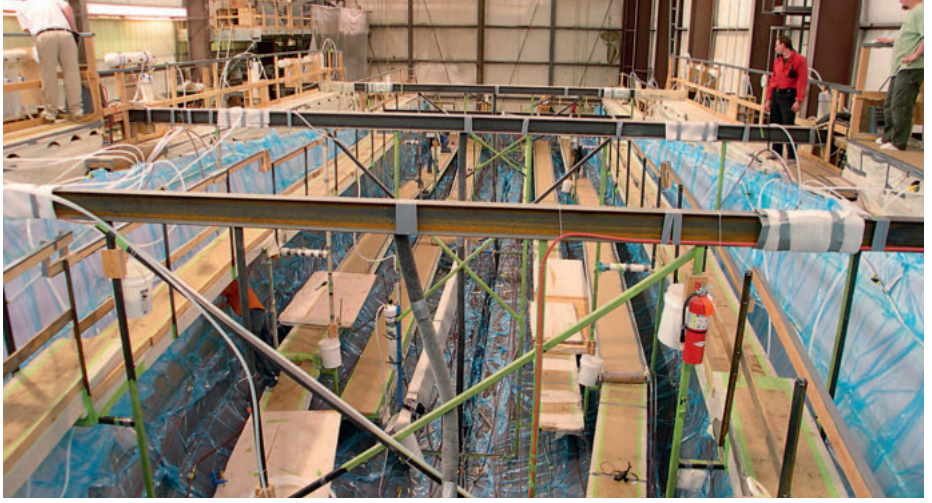
Composites also have reduced thermal movement compared with their metallic cousins. While composites do require specific attention, to ensure good cosmetic performance in hot climates, the common issues of heat-buckled plating on a larger light weight metal structure are all but eliminated.



The 148' *Marco Polo* and high-performance *Ermis²* have ultra-strengthened composite hulls. Above, new High Modulus U.S. manager James Anderson







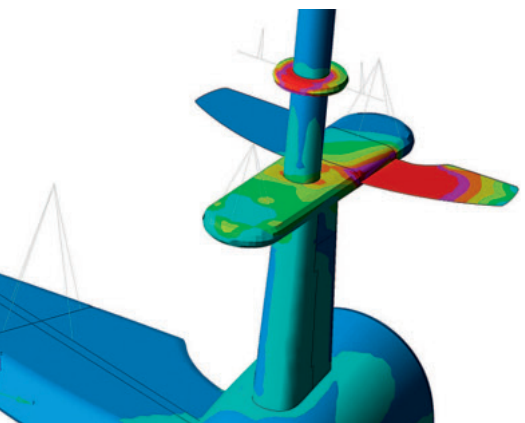
Townsend Bay infused the 127' sportfisher *Cielo Mar* in one shot

In concluding this section, and perhaps most obviously, composites offer more design flexibility than metals. Using cost-effective temporary tooling, complex curved forms can be executed in composites at a fraction of the cost, weight and time of aluminum.

Maintenance. Composites are essentially chemically inert. Most are electrolytically benign. This makes them an obvious choice for corrosive environments, as they hold their structural integrity and cosmetic finish for longer than their metallic counterparts. A principal reason for the use of composites in the harder-to-reach areas of many large motoryachts built in recent years is their significantly reduced maintenance requirements. It is well known that aluminum structures have a propensity for corrosion around their windows and mullions, associated with entrapped water in the vicinity of the seals.

In many refit projects glazing, and other major items such as cap rails, have been left in place and paintwork touched up around the perimeter, only to reveal early signs of ongoing corrosion shortly after.

Composites exhibit no corrosion in wet and salty environments, eliminating this problem, and allowing a high quality finish to look and perform better for longer. Well-designed composites also exhibit an almost unlimited fatigue life. This is a major benefit over large alloy structures, which can be expected to work harder over time, and eventually to develop cracks around the corners, for example at ends of mullions, frames and other supports.



Thermal Insulation. Cored composite panels provide excellent inherent insulation, both thermally and acoustically. There is no need for additional thermal insulation, and typically there is a 20- to 50-percent reduction in required amounts of noise insulation, depending on the target noise levels. This is not simply about limiting thermal energy transfer, but also *positioning* of the insulation. Those involved in insulation of houses and other buildings have learned that insulation is far more effective when placed on the structure's exterior than on the interior. While interior and exterior insulation are essentially equivalent in temperature control of the space in question, only exterior insulation is effective in preventing condensation.

In aluminum vessels, it is obviously impractical to achieve any significant insulation on the exterior surface beyond that of the fairing compound. It is thus necessary to add significant amounts of insulation, usually in sheet form, to the inside surfaces of the hull and superstructure. Temperature changes of the aluminum itself leads to an accumulation of condensated water between the shell and the insulation. This water tends to sit on horizontal surfaces of the many stringers of the shell, gradually leading to corrosion of the aluminum and reduced service life.

Radar Signature. Advanced composite structures, particularly those of E-glass reinforcement, are now widely used in yacht and military projects because of their reduced electronic interference and radar signature. Most communications masts of large motoryachts currently built around the world use a combination of E-glass and carbon fiber. The result is significantly enhanced radar and communications performance, due to a much-reduced shadow from the supporting and surrounding structures.

Frequency Tuning. Large and especially high-speed motoryachts rely on large, powerful engines for their performance. These engines and their gearboxes, propellers and related machinery impart considerable "excitation" forces on the vessel. Wind and wave impacts on the hull also generate high-energy, low-frequency vibrations which cannot be addressed through mechanical isolation.

The structural engineer's task is to ensure that natural frequencies of a vessel, which are a function of its geometry – such as length of a beam, its stiffness and associated weight – do not coincide with its "excitation frequencies", thereby avoiding any exaggerated noise and vibration. These can literally be "tuned out" of a composite boat by manipulating the stiffness or weight. In a metal structure, there are few options available to tune for natural frequency. About the only option is to change the depth of the beam, with corresponding repercussions on headroom and other constraints.

Conclusion. While the use of composites has become commonplace in recent decades, particularly in the production boat and racing yacht sectors, applications in superyacht construction have been slower to take hold. However, as owners and project managers become more knowledgeable about the considerable and varied benefits that composites offer, and the fact that they can be tailored to meet the most demanding performance requirements, as well as creative and production objectives, they are being used in an ever-increasing number of superyacht projects. The High Modulus mantra is that there really is no limit to the possibilities. ●

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65' NEPTUNUS MOTORYACHT 2000



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We take a peak inside the sheds of two shipyards on two continents. In Holland, Jongert has resumed construction of a stylish motoryacht, and in Brazil work continues on a catamaran with massive volume. Both vessels are built in aluminum. Story **Cecile Gauert** Photos **provided by the shipyards**











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Draft (fully loaded): 6'8" (2.06m)
Fuel capacity: 7,925 Gal. (30,000 L)
Water capacity: 2,325 Gal. (8,800 L)
Hull material: aluminum
Deck material: teak
Cruising speed: 16 knots
Maximum speed: 26, knots
Range: about 5,000 nm
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What began a few years ago as a family reunion in Tahiti on a sail catamaran, led to the formation of Sunboats Catamarans in Sao Paulo, Brazil. The Iervolino and Godoy families fell in love with these stable and spacious vessels. When they returned to Brazil, they started to look for someone who could build a large power catamaran. It was not an easy task, but they eventually found Thierry Stump, a naval engineer who had designed, among many custom projects, a motor catamaran for the owner of Brazil's largest airline, TAM. His company Equipe Thierry Stump had built more than 70 vessels in a variety of materials and sizes. Not only did they think he could build the kind of vessels they sought, they spotted a business opportunity as well. In 2005, the partners created Sunboats in Sao Paulo. Lucia Iervolino and Erothides Godoy, who in the 1960s launched a cosmetic company that grew into a diversified business conglomerate (which today includes real estate and marinas) known as the BC Group, and Godoys' grandsons Enisson and Fernando, went into business with Thierry Stump. While the families supplied capital and business expertise, Thierry contributed his considerable design and boatbuilding know-how as Sunboats' chief engineer. He set out to design a complete range of power all-aluminum catamaran with LOAs from 83' to 155', the first of which, the SC 113 pictured here, is currently under construction. The SC 113 boasts 9,500 square feet of space within its generous 40' beam. The twin hulls accommodate, in addition to the yacht's twin main engines, two guest cabins and crew and staff cabins (the captain has a large cabin located on the upper deck). The main deck features a huge owner's suite with panoramic windows, a spacious VIP stateroom, a large salon with big windows, a dining room and full-size galley. An upper-deck lounge offers yet more panoramic views and a bar. The flybridge is large enough to accommodate an exterior salon and a Jacuzzi. The yacht's proportions ensure ample headroom, large windows and massive deck spaces throughout. The spacious aft deck platform lowers to facilitate tender launch and access to the water. Among other intriguing features is a touch-and-go helipad aft on the flybridge deck.

In addition to Stump's extensive engineering background, the shipyard benefits from a relationship with oil giant Petrobas as a source of certified welders (who work on oil platforms) and uses advanced waterjet technology for plate cutting (in this process, highly pressurized water cuts through most materials without overheating and is usually considered environmentally friendly). For the interior, Sunboats turned to Fort Lauderdale-based Dee Robinson Interiors, who has extensive experience creating yacht interiors for a wide variety of vessels from production boats to 180'+ custom yachts. Furniture and joinery are crafted and built in Brazil by Fenix whose roster of international clients includes Salvatore Ferragamo, Chanel and Giorgio Armani. Final assembly of the SC 113 is slated for the end of December at a second facility located in nearby Santos, Latin America's largest port.

Jongert
3900 MY

LOA: 128' (39m)
Beam: 25'5" (7.8m)
Draft: 6'7" (2.04m)
Fuel capacity:
9,246 Gal. (35,000 l)
Fresh water:
about 1,955 Gal. (7,400 l)
Engines: 2 x MTU 16V4000 M90
Rating: 3,650 bhp @2,100 rpm

Maximum speed: about 28 knots
Cruising speed: 24 knots
Passage speed: 12 knots
Range: 2,400 nm @ 12 knots
Naval architecture: Azure
Styling: Guido de Groot Design
Interior: Guido de Groot Design
For more information visit
jongert.nl and guidodegroot.com

The Dutch shipyard Jongert has resumed production of its first motoryacht, the Jongert 3900, an aluminum semi-displacement yacht. Jongert's new owners, a consortium of European companies, a few months ago took over the state-of-the-art shipyard in central Holland after it was forced into bankruptcy. Although known for its luxurious sailing yachts, the 60-year-old Jongert shipyard had started a line of motoryachts to complement its sailboat activity. The first of these is the Jongert 3900, designed by Guido de Groot with naval architecture by Azure. One of the new management's priorities is to complete construction of two motoryachts (a 134-footer is also in the works) and a newly ordered 78' sailboat. The elegant all-aluminum Jongert 3900, due to launch in March, features styling by a designer who made a noted entrée in the world of yacht design with the Feadship *Katrion* (now *Noa VII*). Since then, de Groot has developed his own international design practice and created for the Amsterdam-based Mulder shipyard a line of motoryachts that build upon the style of traditional Dutch boats. He also has worked with Italian AB Yachts on the styling of the bullet-like AB 116, and has created contemporary interiors for AB Yachts and Arno's sleek Leopard series. De Groot's ability to align contemporary taste with more traditional design is evident in the Jongert 3900. The yacht combines sleek contemporary lines, elongated side windows visually stretching the superstructure and a modern-yet-warm décor. The layout is that of a tried-and-trued trideck, and with its pleasant features the yacht will enjoy broad appeal. Among these features is a well-designed sundeck with not only ample space aft for free-standing furniture (the tender is housed in a garage) but also a built-in entertainment area with a salon, dining room and bar under shade—skylights in the hardtop provide indirect light. Forward is an outdoor helm with companion seating. Owners enjoy privacy in their full-beam ondeck master stateroom with a huge private bathroom. Additional guest cabins, all ensuite, are located in the mid-section of the lower deck. Crew quarters are forward of the engine room and feature a spacious crew mess. Main engines, twin MTU 16V4000 M90s, with a maximum power of 3,650 bhp each at 2,100 rpm, will soon take their position inside the hull. They are expected to give the yacht a 28-knot top speed. Although speedy, the yacht also will feature good range; at its passage speed of 12 knots it can cruise about 2,400 nm before refueling. The Jongert 3900 is expected to launch in March, and delivery is slated for May. ●



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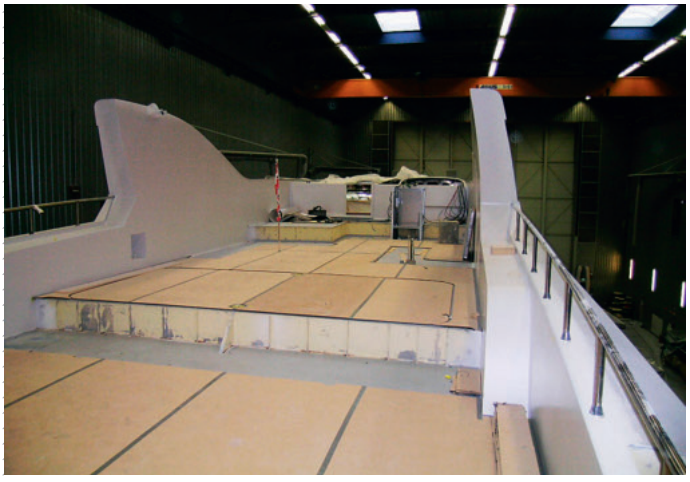
Balkan I started life as a 1982 27 metre Cantieri di Pisa. The present owner moved her to Turkey for a complete overhaul from the keel up. The rebuild of Balkan I has been completed with the hull lengthened, all new machinery, electronics, electrical, audio/visual, interior furnishings and layout and exterior paint. RINA classed. Millions more than her asking price have been invested in her. The seller will consider reasonable owner financing or leasing terms. Recently reduced to **€2,950,000**.

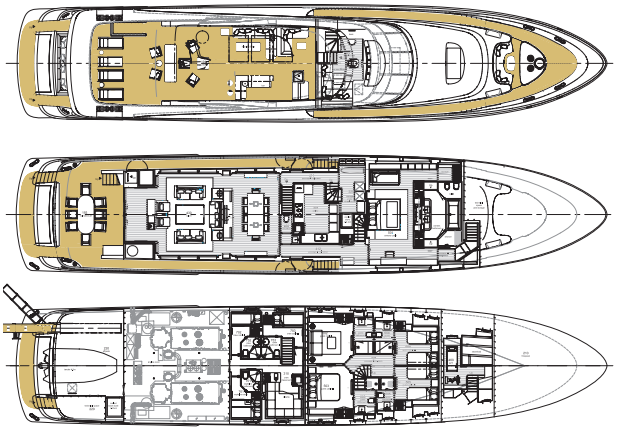
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Low hours on 1676 hp CAT C-32s, 4 cabin/3 head layout, beautiful satin finish cherry interior, twin gensets, Pipewelder's tower, ice chipper drops ice into drink box, exterior FBG spiral staircase leads to bridge. Next 63' to be sold. Call Jim McKee at 954-232-2980



58' VIKING ENCLOSED BRIDGE

1200 hp MAN engines, mini-refit just completed including new paint, total engine servicing and systems update. Interior stairway to bridge, under counter galley refrigerator, davit plus more! Asking $699,000. Call Joe Majcherek, Central Agent. 561-346-2367



50' MIKELSON CONVERTIBLE 2005

Popular model with Tom Fexas hull and generous tankage. Huge circular settee flybridge, separate navigation station plus aft station and cockpit controls. 3 Stateroom/2 Head layout with aft galley. A MUST SEE! Call John Failla 954-648-0852.

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66' GRAND ALASKAN MOTORYACHT 2005



"LEXINGTON" features an award winning layout in a traditional Flush Deck M.Y. Highlights are a private master, four staterooms total, office, full beam walk-in engine room, walk-around decks, enlarged aft deck, flybridge with sit down bar and hardtop, galley up and open to pilothouse, on-deck day head, hydraulic bow thruster, stabilizers, traditional teak interior. All exterior teak eliminated for ease of maintenance. A proven cruising yacht. This one deserves a look. Call Wayne Cannava.

65' NEPTUNUS MOTORYACHT 2000



"FOREVER YOUNG" features a 19' beam, full walk-around decks, open air aft deck with casual dining for six, custom TNT swim lift with Nautica tender, optional flybridge hard top with EZ2CY enclosure and air conditioning and heat. Upgraded 3412E CATs-1400 hp provide 25 knot cruise. Three owner's staterooms with en suite heads, midship full beam master with king berth, aft crew quarters with access to full beam, walk-in engine room, bow thruster, recent upgraded electronics. Our trade. Contact Wayne Cannava

54' HATTERAS EXTENDED DECK MOTORYACHT 1989



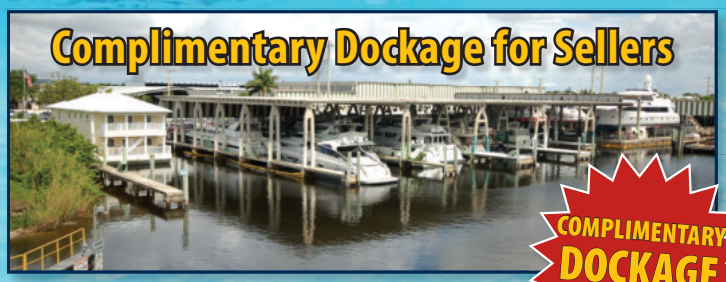
"CLOUD 9" is an excellent example of this ever popular Hatteras Motoryacht. Having had one owner all its life, combined with being fresh water since new, makes CLOUD 9 a unique find. Featuring a comfortable four stateroom layout with aft private master stateroom, full beam walk-in engine room, bow thruster, stabilizers, hinged radar arch, all weather pilothouse, on-deck galley with custom breakfast bar and entertainment center. Dependable 8V92 TA's with 912 hours. Located in Michigan and seriously for sale. Contact Owner's Agent, Wayne Cannava.

Wayne S. Cannava

Cell: 954.646.5099 • email: Wayne@GilmanYachts.com

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Complete refit 2006. 1960hp MTU's jet boat. 22 kts. New naiad stabilizers 09. New Ac. 4 SR's. Slp's 9. Gorgeous galley. All the toys. Shallow draft. Great Bahamas yacht. Contact us for more details.



Repowered in 2003 with 12V /DDC/MTU. Complete paint job done 2008. New headliners in main salon. Four Staterooms plus crew. Large exterior areas for entertaining. Extra wide beam with full walk around.



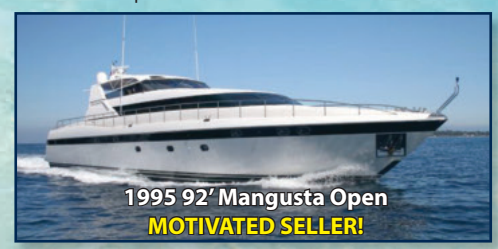
Recently reduced by $400,000. Stylish pear wood interior with marble throughout! Aluminum framed new top with moon roof added November, 2008. Sleeps 9 guests plus crew. Great for private or charter use!



Completely refit in 2002! Powered by Detroit 12V92's. Satellite TV. Luxuriously appointed. four staterooms. Huge aft. deck. Shallow draft. Top of the line appliances. Jacuzzi & BBQ on deck. Now $1,750,000.



Arched entryways. Gold leaf illuminated sinks. Marble. African black walnut. Range of 2,400 NM at 9 KNTS. Very large and most comfortable. She has been cared for like a fine piece of jewelry.



Recent Awl Grip paint job on exterior along with a new SAE shore power convertor and much more! Accommodates 7 guests plus 4 crew. Cherry wood interior. All marble heads.
Not offered to US residents while in US waters.



Powered by twin Detroit Diesels 8V92TI's. 1550 hours since rebuild; under warranty. Raised Pilothouse. Open, country kitchen layout. Will consider trade of smaller yacht or fishing boat & real estate. Not offered to US residents while in US waters.



New Awlgrip exterior paint. CAT powered w/3412. Updated interior. Full beam master w/king. Jacuzzi on flybridge.
Not offered to US residents while in US waters.



Large enclosed flybridge. Enormous back deck. Full beam master with 2 person Jacuzzi tub and shower. Stylish country kitchen galley. 3 large staterooms.



Low engine hours. Beautiful modern interior with new teak and holly sole. Recent paint job. Large enclosed AC aft deck area. MTU 2,000's up to 45 knots.



Powered by Cat 3412's w/1000 hrs. Wesmar Stabilizers. 3 Staterooms. Full beam master amidship. His and hers heads in Master. Excellent cosmetic condition. Teak interior.



Low engine hours. Beautiful modern interior with new teak and holly sole. Recent paint job. Large enclosed AC aft deck area. MTU 2,000's up to 45 knots.

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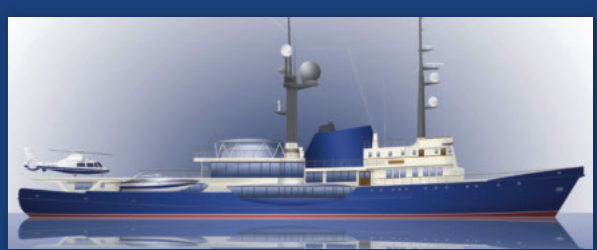
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*2009/SPECIAL BUILDER INTRODUCTORY PRICING

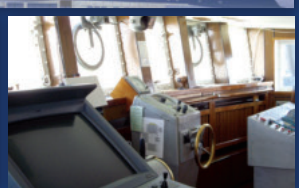
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Island Voyager – 79/04/09 93' Broward

Since 2004, she has been a very successful charter yacht based in the Virgin Islands. Now in Fort Lauderdale and available for a new program. Extended layout offers a tremendous amount of interior/exterior lounge areas and a huge lazarette. Reduced to **$599,900**.

Lady B – 2008 82' Horizon

Practically brand new and seriously for sale since the seller is moving to the Middle East. Spacious main salon, beautiful country-kitchen style galley, shaded aft-deck, and large open cockpit make this yacht a comfortable, stylish and fun cruiser. Many upgrades. Reduced to **$3,690,000**.





Balkan – 82/09 28 Metre Cantieri di Pisa

Balkan I started life as a 1982 27 metre Cantieri di Pisa. The present owner moved her to Turkey for a complete overhaul from the keel up. The rebuild of Balkan I has been completed with the hull lengthened, all new machinery, electronics, electrical, audio/visual, interior furnishings and layout and exterior paint. RINA classed. Millions more than her asking price have been invested in her. The seller will consider reasonable owner financing or leasing terms. Recently reduced to **€2,950,000**.

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127' BURGER TRI-DECK 2003
Contact Alan Bernard



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97′ La Perla | Jongert | 1989/2002/2008 | USD $2,995,000

Dutch motoryacht volume & quality interior. Most equipment, systems & finishes new or recently renewed. Great fly bridge and outside spaces.

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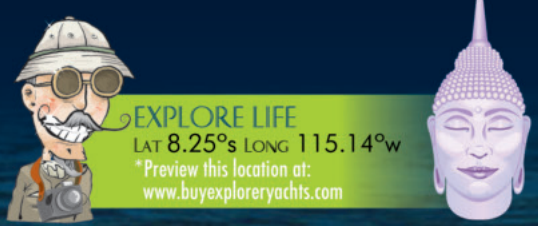
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106' (32m) Burger Flush Deck M/Y 1998

Owner of Burger Boat Company's Personal Yacht!

Spacious wide beam yacht with 3 staterooms plus a convertible office. Separate crews quarters. Lengthy list of updates including most electronics and many engine room details. Absolutely fresh and ready to go in all respects. **Offered with special one year limited warranty.**





116' (35m) Burger Raised Pilothouse M/Y 2005

Spectacular interior! 4 staterooms plus crew. Twin CAT power with low hours. Med-ready systems include passarelle, Atlas, Quantum hydraulics, hi capacity watermaker, waste treatment, night scope, etc. Flawless condition. Central Agent.



122' (37m) Burger Tri-Deck M/Y 2002

Beautifully executed tri-deck with fresh paint, DDC/MTU 12V4000's, an elegant Dee Robinson interior with four guest staterooms and on deck master. Ready for long range cruising. Central Agent.



106' (32m) Burger Raised Pilothouse M/Y 2004

Caterpillar diesels. Stunning English Brown Oak interior. Spectacular "country kitchen" galley main deck forward. Every conceivable option. Special warranty offer. Owner will consider smaller yacht trade. Central Agent.



107' (33m) Burger Raised Pilothouse M/Y 1998

Wide beam, large volume yacht with 4 stateroom layout plus generous crew quarters. Natural cherry woodwork throughout. Maintained to perfection by long time yachtsman. Estate sale. Central Agent.



127' (39m) Burger Tri-Deck M/Y 2003

Six staterooms plus excellent crew quarters. Full amenities for long range cruising including zero speed stabilizers. Elevator access from main deck to sun deck. Lightly used. Estate sale situation with "must sell" mandate. Tremendous opportunity!



85' (26m) Burger Flush Deck M/Y 1999

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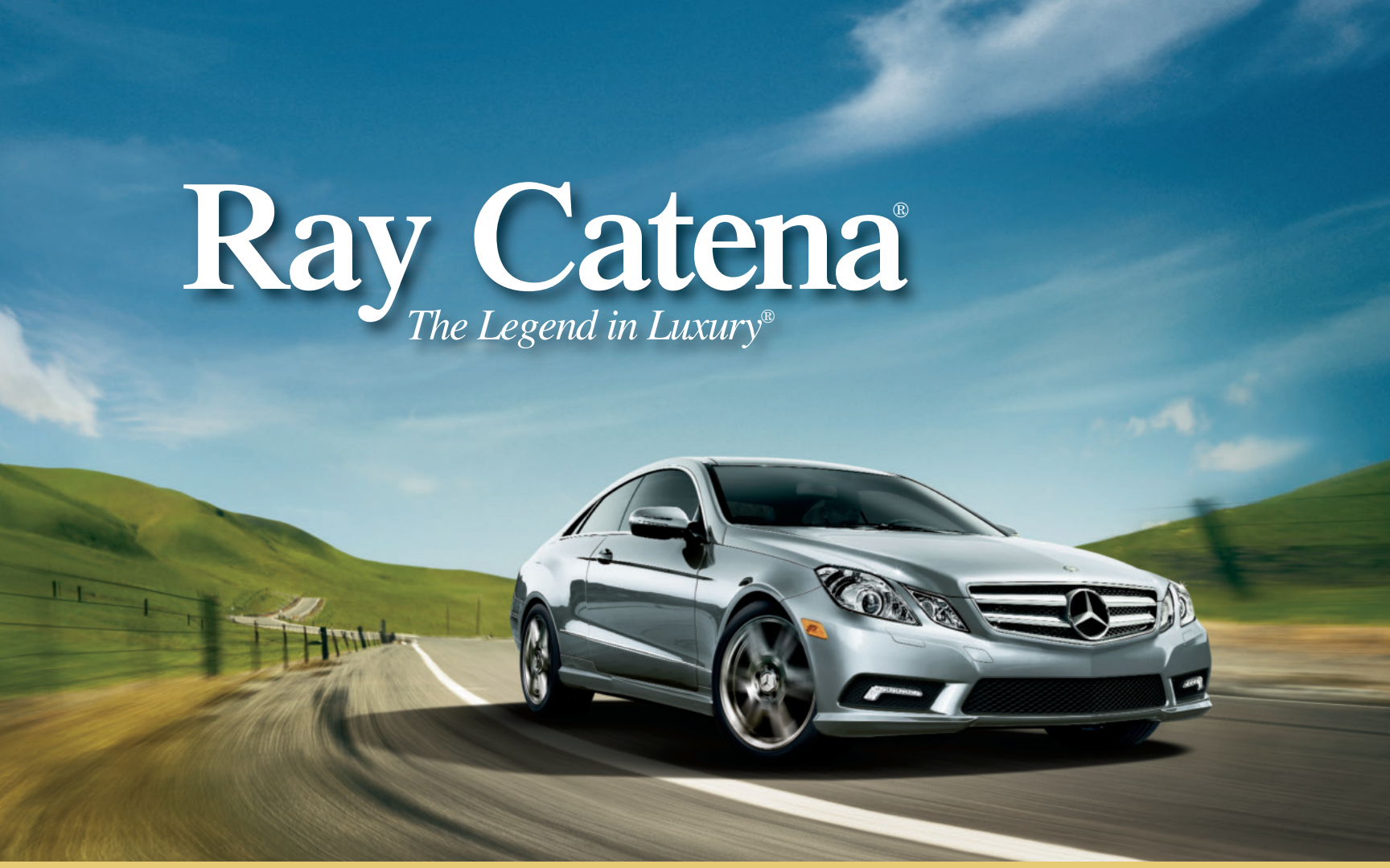
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